Southern Pacific Bulletin

APRIL 1925

Southern Pacific Bulletin

K. C. INGRAM, Editor

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Cover Illustration

The cover illustration this month shows E. O. Lewis, ticket clerk at Third Street Station, San Francisco, who has just been giving some resort and travel information to Mrs. Pauline Rockwell. Mrs. Rockwell's son Bobby, four years old, seems to have his own definite ideas as to where he wants to go.

The photograph was taken by J. J. Morris, associate editor, Bureau of News.

ON January 1, 1924, Southern Pacific's group life insurance plan went into effect and most of us took out the additional insurance which the plan made available in addition to the free insurance provided by the Company.

For a year we have protected our families from want or suffering in event of death or total disability.

This protection cost us only 70 cents a month for each $1000 of insurance. This was cheaper than we could have obtained insurance anywhere else. It was a small price, indeed, for the protection afforded.

During the first year under this insurance plan Metropolitan Life Insurance Company has paid to families of employes of Southern Pacific System on account of death and disability claims over one million dollars.

Now Southern Pacific has received a dividend on the insurance premiums paid in 1924 which it is passing on to us in proportion to the amount we paid in. The refund to us will be $1.20 for every $1000 of additional insurance carried.

So our additional insurance carried in 1924 only cost us 60 cents a month per $1000 of insurance.

Consider what we paid for the protection assured us and then try to think of a better bargain.

A BOOKLET, "Facts About Southern Pacific Company," now being distributed to employes, gives a brief informal outline of the extent and organization of Southern Pacific Company. It will not only help us in our own work but will make it easier for us to discuss intelligently with our friends and associates matters affecting Southern Pacific Company.

Editorials by S. P. Employes

Comment on interesting or timely subjects will be welcomed. Contributions should be limited to 150 words, the editors reserving the privilege of editing or rejecting any material submitted.

YOU'VE all heard the story.

It was an address eloquent and beautiful! Everett had spoken for two hours.

Then Lincoln rose to speak.

The people settled themselves to listen to a speech of length.

In less than five minutes, before the photographer could get time to adjust his camera, Lincoln had finished and retired.

The audience was amazed. Many were disappointed.

Seward whispered to Everett, "He has made a failure of it. I'm sorry."

And yet those few closing words comprised the Gettysburg speech!

Many of our tasks may seem inconsequential or of little moment to others. They may seem failures to us. And yet they may comprise the greatness of the Gettysburg speech.

The proper performance of his task by the office boy is just as necessary as that of the highest paid officer.

And so, regardless of the opinions of others; regardless of how little consequence our job may seem, let us each put our shoulder to the wheel. Your task well done may be the pivotal point in making the highest class service to patrons of the Southern Pacific.

Your task may hold the greatness of the Gettysburg speech!

By J. R. Maxwell, traveling agent, Denver General Agency.

UNLESS goods are distributed and consumed, production stops. Unless land is improved and made to produce, its value is not increased. To increase business we must do business.

This being true why all this radical harangue throughout the world?

The best thing to do is to give the natural process of things a chance to function. More constructive work and less talk is the best policy to pursue.

By John F. Albitz, clerk, Port Costa, Western Div.

"Let us endeavor so to live that when we come to die even the undertaker will be sorry."—Mark Twain.

GH

We Can All Help Summer Vacation Travelers

By J. H. R. PARSONS
Passenger Traffic Manager

VACATION time is nearly here. This is the time of the year when everyone begins to think of a vacation. Spring fever is in the air. The great out-of-doors is calling. The people on the seashore long to get into the high mountains and along the rushing rivers and purling brooks. They think of big game hunting, camping and fishing.

Those who live in the mountains want to get down to the sea level. They want the air of the sea-shore.

Those who have their homes inland are pining for the roar of the surf.

Everyone wants a change of atmosphere and scenery. Everyone wants to spend vacation time away from home and amid new and different surroundings.

The Southern Pacific Lines are a connecting link between where we are and where we want to be. More famous resorts, play-grounds and vacation spots are reached by our lines than via any other railroad.

There are special passenger rates in effect so that the vacationist may take these trips as economically as he desires.

Our patrons may make great savings in their vacation travel costs if they will give our ticket agents and resort information bureaus an opportunity to aid them in arranging their itineraries and instruct them as to the kind of tickets to buy. These ticket agents and resort information bureaus are provided with full information regarding resorts, what there is to do, how to get there and what it will all cost.

Here is an opportunity where the men and women of each of our departments may be of real service to their friends and at the same time increase the sales of the commodity we are all engaged in manufacturing—transportation.

Many on the Pacific Coast will want to spend their vacation time in the east and for this reason rates will be in effect from May 22 to September 15, returning as late as October 31, from the Pacific Coast to all eastern destinations with a special discount of about 45 per cent off the regular fares. Similar rates are in effect from eastern destinations to the Pacific Coast and benefit eastern people who want to spend their vacations here.

For local trips, savings of from 20 to 50 per cent may be made by our patrons if they will give us an opportunity of informing them the kind of tickets to buy.

If you have friends or hear of anyone coming from the East and will give us their names and addresses, we will be glad to furnish them the correct information through our eastern representatives. If you have friends leaving here, desiring to go east and will give us their names, we will have a representative call upon them and furnish correct and helpful information.

Or, for your friends here, if you will just write a note introducing them to our nearest district passenger agent, local ticket agent or resort information man, he will be glad to take the best possible care of them and the note will serve as a record so that you will get credit for having developed this business.

It is the desire of the passenger department to render all possible assistance to vacationists or travelers, so that they will get the most they possibly can for their money, and that they will be rendered special attention to the end that their vacation, from the time they board our train enroute to vacation land, to the time of detraining on their return, will be a pleasure and that their play-time will be enjoyable.

Refund on Group Insurance Payments

SOUTHERN Pacific employes who took out additional insurance under the group life insurance plan will soon receive through the Company a refund of a portion of the cost of the group insurance purchased and carried by them during 1924.

The Company has just received from the Metropolitan Life Insurance Company the first annual dividend of $219,870 or 14.5 per cent of the premiums paid for the calendar year 1924 under the group insurance plan. As about one half of the cost of premiums had been paid by employes for the additional insurance taken out above the initial free insurance paid for by the Company, it was decided to distribute to each insured employe a prorata share of the dividend based upon the amount paid by each.

Employes who have paid for additional insurance at the rate of 70 cents per thousand dollars per month, the dividend of 14.5 per cent may for convenience be regarded as one-seventh of the amount paid in, or 10 cents a month per $1000 of insurance purchased.

For instance, an employe carrying insurance for $2000 during year 1924 in addition to the free insurance of $500 provided by the Company, will receive a refund of two dollars and forty cents. Employes will, of course, receive no dividends on that part of the insurance paid for by the Company.

The group life insurance plan put into effect by Southern Pacific Company, the Company assuming a substantial part of the cost, gives employes a chance to get life insurance at rates far below the usual rates for such protection. Employes having one year's service with the Company may receive $500 insurance free and can get additional insurance, depending on the amount of salary received, for 70 cents per month per $1000. The insurance not only protects the employe's family in event of his death, but also protects him in case of total disability if under 60 years of age when disability occurs.

The refund to be paid to employes carrying the additional insurance during 1924 further lowers the cost of this protection for year 1924 to 60 cents a thousand. Considering the reasonable rate, made possible by the Company sharing the cost, and in view of the protection afforded, this insurance has been very desirable. In many instances where employes have died and left their families in straitened circumstances, the benefits paid under the insurance plan have proven most helpful, averting suffering and want.

Payment to employes and beneficiaries under the group policy totaled about a million dollars in year 1924.

If it had not been for Southern Pacific's group life insurance plan beneficiaries would not have received these benefits. In many cases the insured employes were unable to secure other insurance because of physical disqualifications, or could only obtain other insurance at prohibitive rates.

S. P. ASSISTS SOCIETY IN AID TO TRAVELERS

Representatives of the Travelers Aid Society assisted a total of 2690 persons during January and February, according to a report recently given to W. J. Parker, station master at the Central Station in Los Angeles, by Nell Hendrick, station supervisor of the society.

The report showed the large number of women, girls, children and others arriving or departing on trains who were given assistance. During February 126 travelers under 16 years of age were rendered aid.

Station Master Parker and his assistants were thanked by Supervisor Hendrick for their "assistance and splendid co-operation" in the many cases of travelers requiring aid.

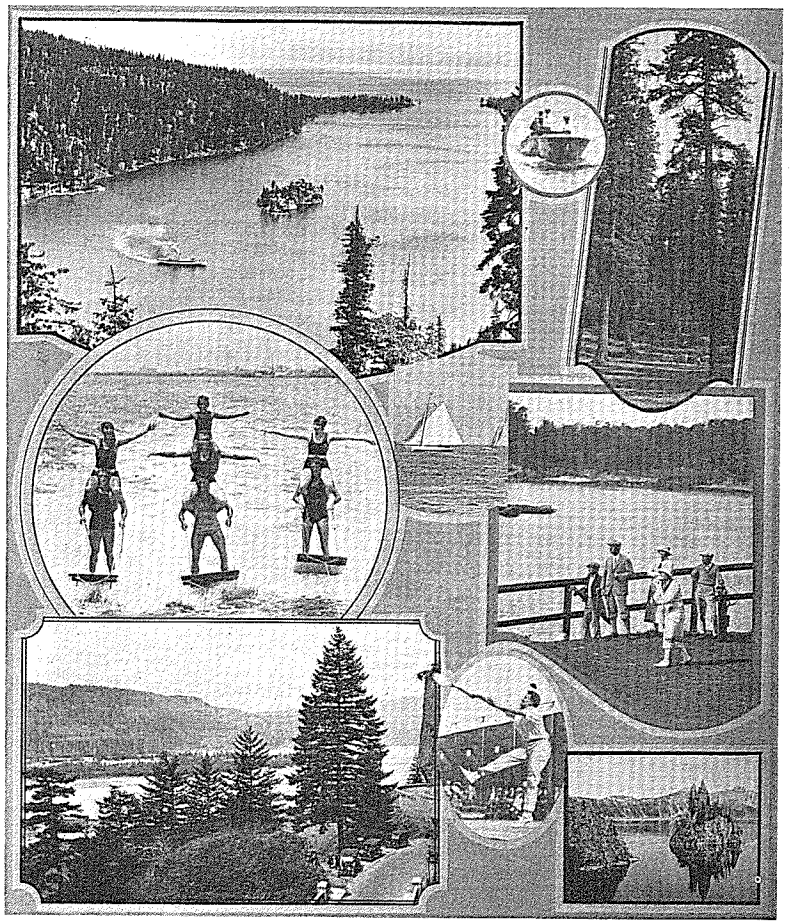
RECORD IN CAR LOADING IS SET AT SWANSTON

Station employes at Swanston, Sacramento Division, recently set a fine record in speedy car loading, according to information from Agent H. M. Stomp. One car was loaded with 400 sacks of poultry food and another with 50 bales of wool, all in 20 minutes actual loading time. This exceptional time was made in order to prevent delay to the switch engine that took the cars the short distance out from Sacramento.

"The fellow who is pulling on the oars hasn't time to rock the boat."—Ex.

After Reading Your Bulletin, Pass It Along

Western Mountains and Sea Have Charm for Vacationist



While it's play time all the year round at the famous western resorts on Southern Pacific Lines, summer season is perhaps the most popular for vacationists seeking pleasure, rest and recreation. There's a resort on Southern Pacific lines to meet the whim of every summer traveler. There are mountains and streams and lakes and seashore. There are big fashionable resorts and quiet restful places. The whole range of sports are available to the energetic type of vacationist. There are a thousand alluring trips for those who just like to sit and see the scenery. A few of the hundreds of captivating places on Southern Pacific lines are shown on this page: Above Emerald Bay, Lake Tahoe, and the golf course at Clouderoft, N. M.; center, acquaplaning at Coronado and golf at Del Monte; below, Columbia River Highway and Crater Lake, Ore.

Company Extends Lines of Communication

By A. W. FLANAGAN
Superintendent of Telegraph

THE Telegraph Department of a railroad system that extends through many states, as does the Southern Pacific, may be likened to the important nervous system of the human body over which flashes "messages" coordinating activities of the important members.

The Telegraph Department provides and operates the "nervous system" of the railroad, by means of which trains are safely and promptly operated, communication between departments in various cities along the line is maintained and all the various activities of transportation are coordinated.

Modern progress has given the telephone an ever increasing part in the activities of the Telegraph Department. Important extensions have been made in our telephone train dispatching circuits, offices widely separated have been linked by our own telephone service and "outpost" telephone booths have been installed along the right-of-way for the prompt reporting of any unusual developments.

Southern Pacific's big transportation problem is different from that of other railroads. There is a vast amount of perishable products originating in our territory. An unusually large and efficient communicating plant is required to properly handle the moving of these crops to markets.

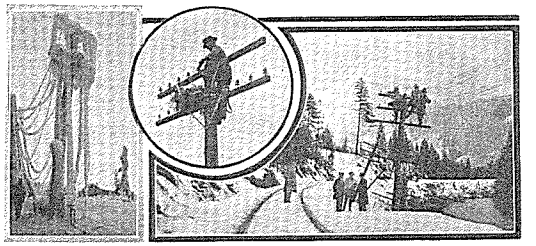
During 1923-1924 Southern Pacific spent for communicating facilities approximately $700,000. We have erected train dispatching circuits extending the entire distance from San Francisco to El Paso, both Coast and Valley routes. In addition, train dispatching telephone circuits have been placed in use on the newly acquired El Paso & Southwestern property.

In 1923 there was erected along Southern Pacific lines, 3,084 miles of wire, and in 1924 we erected 2,893 miles of wire, a total of 5,977 miles.

Telephone Dispatching

The train dispatching telephone circuit has many advantages over our former system of handling trains by Morse telegraphy: It is a great time saver to the dispatcher. It places the entire division or district in direct touch with headquarters. There is available at every siding and isolated station a telephone which places trackwalkers, section foremen, and all maintenance-of-way Departments in direct touch with Division Superintendent's office.

In addition to erecting this vast amount of wire, we have enlarged our General Telegraph office at Los Angeles, practically 100 per cent. We have established a General Telegraph office at El Paso, something that did not exist prior to the acquisition of the El Paso & Southwestern, and which is equally as large if not larger than our General Telegraph office at Los Angeles. In the Southwestern Building at El Paso we have established a dispatcher's office, the largest in the Western territory.



Some of the difficult situations met by Telegraph Department forces in maintaining continuous service over the Company wires, are shown in these three pictures. Left—Effect of the "silver thaw" occasionally experienced in the Northwest when moisture is frozen to the wires causing a weight at times of 10 pounds per foot of wire. Inset—In the vicinity of the Great Salt Lake trouble is sometimes caused by small pieces of wire or metal substances in the nests of ravens. Below—Construction gang putting in emergency cable when heavy snow and wet weather crippled the service.

Major portion of all main line train movement on the Pacific System is being handled with the train dispatching telephone. With the erection of a pair of wires for train dispatching telephone service, and the use of a certain arrangement of coils at the extreme terminal points, it also permits us to secure a long haul telegraph wire over the same circuit. The telephone service and the telegraph service can be operated simultaneously without interruption of either.

The "Phantom Circuit"

In many instances in erecting a train dispatching telephone circuit and erecting a telephone conversation circuit, which are in parallel through an arrangement of transposing and an arrangement of coils, we set up an artificial circuit, known as a phantom. This permits us to secure a first class telephone circuit between terminal points, or a third circuit, without any additional erection of wires. We have circuits of this character in operation between San Francisco and Sacramento, via Benicia; San Francisco and San Jose via Niles; San Francisco and Stockton via Tracy; Stockton and Sacramento, Sacramento and Roseville; also the entire distance from Stockton to Los Angeles.

In addition to erecting 5977 miles of wire, we have placed in congested districts 15 miles of underground cable. One of our installations was made at Oakland, another at Portland, and the largest at Los Angeles, in order to meet the conditions in our new classification yard.

During 1924, in our three General Telegraph offices at San Francisco, Los Angeles and Portland, we handled 5,477,084 messages. This figure does not include our newly acquired General Telegraph office at El Paso, which was established in November, 1924, nor does it include any of the division offices.

The joining of the EP&SW with the Southern Pacific Company was very advantageous for our Department, as it made available a direct wire to Chicago, operated eastward from El Paso over the former EP&SW and Rock Island wires. With our recently constructed new wires, it permitted us to pick up this wire at El Paso and bring it through to Los Angeles.

We are now in position to provide direct communication from Los Angeles to Chicago and also from San Francisco to Chicago. This materially expedites our telegraph communication.

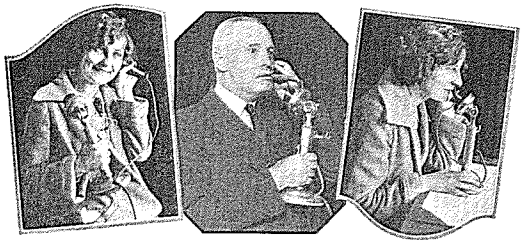
How All Can Help

The various Departments using our telegraph and telephone service can assist us in improving and expediting the service by placing with us for telegraphic handling only such business as requires movement by wire. Any communications that could be moved by mail overnight should not be placed on the wires. This method would relieve the congestion on the wires and permit important business to be moved promptly.

When messages are being dictated to stenographic force, the use of the brevity code is urged.

When using the telephone service, do not hold the line while party at the other end is looking up records or information required. Have the party call back when this information is available.

Take into consideration that the Company telephone lines are carrying heavy loads and are required for im-



The two photographs at the left show Miss Esther Dowd and Harry McNaught of the Telegraph Department, General Office, showing wrong ways to use the telephone. At the right Miss Dowd is shown speaking correctly into the receiver.

portant business at all times. Handle your telephone communications as though you were talking on a commercial line and paying for the same.

A Pleasant Voice

A great deal can be said of the method of answering the telephone. The telephone is one of the greatest assets in securing business, and in placing railroad representatives in touch with the public. Many of our employes meet the public only through the telephone instrument. An impression is created, favorable or unfavorable, through the method in which we enter into conversation. Always be courteous. Do not greet the calling person with the word "Hello." Answer by announcing your department and name.

We are operating telephone information bureaus at Los Angeles and San Francisco. Our information clerks are salesmen and many patrons are acquired through the courtesy in which our information clerks handle the call. In other words, a telephone conversation should carry with it a "Smile."

There is a proper and improper method of talking into a telephone. You will frequently find persons carrying on conversations over the telephone, while their attention is directed elsewhere. The person on the receiving end in most cases is unable to hear. This is very annoying and shows a lack of courtesy. Always speak directly into the mouthpiece, and speak slowly and distinctly.

Telegraph Department's Job

A telegraph and telephone plant as large as that maintained by the Southern Pacific, requires a staff of schooled and efficient telegraph maintainers. We have many adverse conditions to combat which the users of our service do not realize.

Our lines over the Sierra Nevada mountains are subject to severe snow storms and snow drifts. Our lines in the Oregon territory, in the vicinity of Oregon City to Portland, frequently undergo what is known as the "silver thaw," where ice and sleet accumulate on the wire to the extent of ten pounds per wire foot. In such cases we lose our service entirely, as it is impossible to construct lines to carry such a tremendous weight. One of the pictures on page five shows a construction gang cutting in an emergency cable, which is lying in the snow along the track. The poles have fallen over into the river and are practically submerged. At various points along the line we hold in stock railroad emergency cables, approximately one-half mile in length, which carry twenty wires. This cable is used in case of complete failure due to fire, storm or slide. The emergency cable is rushed to the scene of the trouble and within two or three hours service is completely restored. In the southern territory, on the Arizona and New Mexico deserts, during electric storms, in many cases our poles are shattered by bolts of lightning, our wires are broken, and sometimes the wires are burned by lightning striking them.

A communicating service requires close supervision in order that circuits may be kept intact at all times to handle train movement and communication. Our maintenance forces are called day and night to clear interruptions and under some of the most severe conditions. We are today maintaing 9000 miles of pole line along our right-of-way and 80,000 miles of wire. This pole line is used jointly by The Western Union Telegraph Company and the Southern Pacific Company. However, the maintenance of wires and pole lines is under the jurisdiction of this department. We also maintain 60 miles of cable plant, aerial and underground and 15 private telephone exchanges.

View of one end of the enlarged "HU" telegraph office at Los Angeles. Left to right—R. H. Stuart and C. D. Liston, operators; Floris Brown, clerk; A. W. Allen, manager; J. A. Hage and E. J. Ellison, operators; Fern Cole, message operator; and J. F. Lyon, operator, whose face does not show. The printers are to the left of the partition.

WESTERN DIVISION ASS'N IN ATHLETIC CARNIVAL

Western Division Athletic Association entries made a good showing in the Athletic Carnival held in the auditorium at Oakland March 20. The relay team, composed of H. G. Bushway, J. McDonough, V. A. Mirko and J. A. Hoffman, finished second in a field of ten entries. The basketball team lost to Magnavox after a hard fought game. A feature of the game was the guarding of both teams, resulting in a score of 6 to 3. Lineup of the Western Division team was: C. Mullen, V. A. Mirko and W. J. Kane, forwards; R. Hartley, center; V. B. Guerra, C. Jorgenson and J. McDonough, guards.

FREIGHT SERVICE OF S. P. PRAISED BY EDITOR

Prompt and careful freight handling by Southern Pacific was commended in the following editorial appearing recently in the Glendora, (Cal.) Gleaner:

"The editor of The Gleaner wants to give an unsolicited compliment to the freight department of the Southern Pacific Railroad. He had a car loaded at Burlingame Wednesday which arrived the following Sunday night at Glendora. And best of all not a dollar's worth of damage was done to the household goods shipped. This was remarkable time for a freight car and we like to give them a little boost in these days of railroad knocking."

S. P. Agency in 'Most Beautiful City'

Salt Lake City General Agency force. Standing, left to right: O. M. Erickson, traveling freight and passenger agent, Salt Lake City; D. R. Owen, traveling freight and passenger agent, Ogden; Glen C. Williams, chief clerk; A. L. Pierce, ticket clerk; E. C. Corey, city freight agent. Sitting, J. W. Murdock, city passenger agent; Miss Handley, stenographer; P. Bancroft, general agent; Miss Fay, file clerk and stenographer; and J. W. Lowrie, traveling freight and passenger agent, Salt Lake City.

By PRESS BANCROFT
General Agent, Salt Lake City

EARLY in the year 1847 a small band of pioneers led by Brigham Young, fought their way across the plains and mountains, and on July 24 of that year entered the valley of the Great Salt Lake. When their leader beheld this valley, a voice whispered to him—"Here is the place where my people of Israel shall pitch their tents," and Brigham Young said —"This is the Place."

On the very first day of their arrival in the valley they commenced tilling the soil and planting potatoes. They dug small laterals from a stream passing through the canyon, and watered the soil from this stream. This was the beginning of irrigation in this country, and these pioneers are known as "The Fathers of American Irrigation." From that time Salt Lake City and the State of Utah, has developed. Salt Lake City is called by many writers and travelers as "The Most Beautiful City in the World."

Territory assigned to the Salt Lake District covers the entire state of Utah; Idaho—all points south of an air line west from the Idaho-Montana state line to Idaho-Oregon line; Montana—all points south of Missouri River and east of Missoula; Wyoming —all points west of air line from Green River to Montana-Wyoming state line.

Ogden is the eastern terminus of the Southern Pacific Lines for the Intermountain Section and points east via the Missouri River gateway. The freight and passenger terminal at Ogden is under joint arrangement, Southern Pacific making direct connections with the Union Pacific for points north into Idaho and Montana, also with the Utah-Idaho Central, an Electric Line extending 96 miles north of Ogden into Utah and Idaho; making connections for points east with the Union Pacific, and making connections for points south and southeast of Ogden with the Union Pacific, Denver & Rio Grande Western, and Bamberger Electric.

The Traffic Department maintains an office at room 525 Eccles Building in Ogden, D. R. Owen, making his headquarters at this point.

Some of the principal commodities shipped from Utah are:

Coal, pig iron, livestock, grain and flour, canned goods, poultry, dairy products, fruits and vegetables, sugar, packing house products, brick, crackers, candy, celery and wool.

Mining is the principal industry. More than one million dollars a week is being taken from the ground in Utah, and Utah has been described by many engineers as the greatest mineralized area in the world. It is claimed that the coal mines of Utah contain enough coal to supply the entire requirements of the United States for more than one hundred years. The steel industry of Utah is an entirely new development. The Columbia Steel Company has just recently built large furnaces costing about ten million dollars. This plant is now in successful operation, and steel production in Utah, will, no doubt, develop into one of the state's largest industries.

The world's biggest open cut copper mine, The Utah Copper, and the nation's largest silver mines are in Utah. Among the states it ranks first in silver production, third in lead production and fourth in copper production.

With the development of the mining industry there has grown in Salt Lake valley the world's largest smelting center, where are located four copper and lead smelting plants that have a total annual capacity for the reduction of four million five hundred thousand tons of ore.

Agriculture follows mining. Utah produced over six million bushels of wheat in 1923. There are three large flour mills at Ogden, one large mill at Salt Lake City, with seventy-three smaller mills throughout the state. Utah is one of the leading canning states in America. There are 34 canneries in the state which produced in 1923 nearly two million cases of 24 cans each of vegetables and fruits.

Utah has forty-eight million dollars invested in the livestock industry, twenty five million of which is invested in sheep. Marketing facilities are the best on account of the favorable railroad location to large yards at Ogden and Salt Lake City. There are large packing plants at Ogden and Salt Lake City, from which heavy shipments of packing house products are made.

Inbound commodities consist chiefly of lumber, ore, fresh fruits, canned goods, sugar, bags, powder, etc.

The principal industries in Idaho are agriculture and livestock. In 1923 Idaho produced thirty million bushels of wheat, shipped twenty thousand carloads of potatoes, thousands of cars of fruits and vegetables, besides livestock, wool, dairy products and poultry. The West Coast is becoming more and more a market for Idaho products and considerable business moves through Ogden to the Coast. The principal inbound commodities that move from points on our line are dried

Three men who are leaders in promoting safety among employes on the Pacific System. T. F. Mercier, left, led all employes on the System during 1924 in the number of suggestions he offered and interest taken in accident prevention. James C. Cusick, center, brakeman on the Shasta Division, led employes on the Northern District in making safety suggestions. John Kelly, right, section foreman at Mikon, Western division, in 44 years as section foreman has not had a reportable accident happen to himself or the men in his section gang. D. J. Purcell, engineer on San Joaquin Division, whose picture appeared on the cover of March Bulletin, led Southern District in safety work.

fruit, canned goods, sugar, roofing paints, fresh fruits and vegetables.

Mining, livestock and agriculture are the principal industries of Montana The Anaconda Copper Mining Company has large mines at Butte, with a large smelter and a copper wire producing mill at Black Eagle, near Great Falls. Considerable wire moves into California via our line. Grain and flour moves to California. Livestock moves mostly East. We enjoy a considerable business into Montana from California, consisting of fresh fruits and vegetables, canned goods, dried fruits, coffee and sugar.

From a passenger solicitation view, Ogden and Salt Lake City are the ideal stopping places on a trans-continental trip. Through tickets both to and from the West Coast allow a free side trip from Ogden to Salt Lake City and return; thus allowing through passengers an opportunity of visiting and seeing some of the many interesting things in Salt Lake City and Ogden.

Competition for both freight and passenger business to and from this territory is very keen, and we feel that the policy of our Company to give good service, to be honest and fair with our patrons, will secure the business. Our slogan is "Keep 'Em Coming, and Sell 'Em Again."

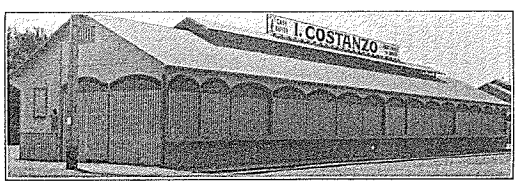
J. A. ORMANDY, G. P. A. AT PORTLAND, TAKES BRIDE

James A. Ormandy, general passenger agent at Portland, is receiving the congratulations on his marriage March 14, at Portland, to Miss Edith Stephenson, daughter of Mr. and Mrs. F. D. Stephenson of Portland.

After a short wedding trip Mr. and Mrs. Ormandy returned to Portland and are making their home at 501 Weidler street.

E. M. B. A. ANNUAL MEETING

Annual meeting of the Central and Southern Pacific Railroad Employes' Mutual Benefit Association will be held May 4 at 3 p. m. in Room 412 General Office Building. Three directors will be elected at the meeting in addition to the transaction of other business. Miss Julia Mott, secretary, urges all members to send in their proxies if they are unable to attend the meeting.



A friendly feeling of co-operation between a large shipper and local Southern Pacific representatives is shown in the building of this modern fruit shed at Madera by Isadore Costanzo, prominent fruit grower of San Joaquin Valley. It is one of the most complete structures of its kind in the Valley, and is painted with standard Southern Pacific color and trimming. The building is 32x153 feet.

The Railroad and Western Development

By PAUL SHOUP

Vice President, Southern Pacific Company

The following is a portion of a recent address by Mr. Shoup before the California steel industry conference at Del Monte.

THE question of the relation of transportation to the development and expansion of industry can be divided into three general items. The first of these we may call the expansion of facilities; the second, the making of rates, and third, the question of service.

When referring to the expansion of facilities, we think of that as the extension of railroad tracks, the building of branch lines so that some industry may be created or expanded. That, of course, involves a great many problems and some of them are quite far-reaching.

As an example, I am an officer of the Iron Chief Mining Company, which is a subsidiary of the Southern Pacific Company, and which owns the largest body of iron ore, I suppose, west of the Missouri River. This property is located out in Riverside County, beyond the San Bernardino range, and while it is lying there dormant it is merely a question of time until the progress of the Coast brings about one of those changes in our industrial life, which will result in that deposit being mined. Such consideration as we have given it involves some of these same problems that would affect anyone having a natural resource that could be developed only by the extension of a railroad.

The first of these, in this particular instance, is the construction of a railroad forty or fifty miles long. This involves, at present day costs, an expenditure of somewhere around $3,000,000 or more, independent of equipment. Then, the next questions facing us in the operation of that railroad are: Is there a water supply? Can it be operated economically? What are the possible grades? And, finally, if this line is built depending upon this one industry, will that industry function in such a way as to furnish a tonnage year in and year out, that will give an adequate revenue?

We can't amortize our investment; we can't possibly expect to get rates that will result in retiring this investment in any reasonable time, and, perhaps never. Whereas, the industry itself may, through a few fortunate years, be able to write off of its books a large part of the capital invested It has, at least, that possibility; we have no such possibility at all.

The Interstate Commerce Commission tells us that upon the 19 billions of dollars worth of railroad investments in this country, based on the theory of original cost, that we can expect, and ought to be satisfied with a return of 5¾ per cent. And if, perchance, any single railroad in any locality earns more than six per cent on the value given to it by the Interstate Commerce Commission, then one-half of that goes to the government, the purpose being to aid weaker railroads, perhaps, competitors of this same line, and the other half impounded, still owned by the railroad, but impounded under such conditions that the likelihood of its being used by that railroad is more or less remote. So, here is a theory of government under which we are presumed to do business on a maximum of 6% upon our investment and with no guarantee of any kind. It is proper to say that so far the railroads have not been able to reach that 6 per cent in very many individual cases, and have not been able to reach the 5¾ per cent mark as a whole. I suppose that 1924, which has been more prosperous with the railroads, probably, than many preceding years, may show a return of a little less than 5%. It has been ranging all the way from nothing, beginning with the period of Federal control, and nothing for the period immediately afterwards, up to the last year where something less than 5 per cent was earned. So, when it takes one, two or three million dollars to build an extension of a railroad, we have to figure upon this situation. In order to make this a financial possibility, we must be able to secure money at less than 6 per cent or at least 6 per cent as a maximum. Until recently, at least, this has been a very difficult task with the railroads.

The money market is now a little better and I think that it accounts for this expansion that is going on, more or less, in many sections of the United States in railroad facilities. The Southern Pacific will spend considerable sums. This activity, during the coming year, is going to be reflected in practically every industry. From this you can readily see the close relationship between all industries as well as to demonstrate what we are up against when it comes to the expansion of facilities.

We are going ahead in the faith that these very large investments in this growing country are going to give us a return that will, at least, enable us to live.

"I don't think much of a man who is not wiser today than he was yesterday."—Abraham Lincoln.

Ticket Clerks and Good Salesmanship

By L. L. GRAHAM

District Freight and Passenger Agent, Eugene, Ore.

THERE is an art in selling tickets just as in selling dry goods, real estate or anything else. By careful handling on the part of the salesman it is possible to increase the sale of coupon and long haul tickets. We must run the trains and must have the business and it is largely in the hands of our salesmen to put forth the required effort to uphold the business from month to month.

L. L. Graham

Special efforts should be made at all times to ticket passengers through to their destination via our lines as far as practical, also in connection with other lines as well. Often passengers will call for tickets to certain important junctions, assuming they cannot secure tickets through. If we use a little tact and salesmanship they can just as well be sold to their final destination and their baggage checked, which is always appreciated.

The sale of round trip tickets, both local and interline, is a very important factor in increasing the revenue of a station as well as insuring passengers returning via our lines. If they only purchase one way they can easily be persuaded to return via competing lines including busses.

Special attention should be paid to mail inquiries. Often the promptness in answering a letter, together with a little detail as to rates, schedules, scenic attractions, etc., will bring the individual to you by making him feel obligated from the standpoint of service.

The use of the telephone for transaction of business is becoming more apparent every day and agents and ticket sellers should be extremely courteous when answering at all times. You never can tell when a call is answered just what may develop, and in view of the fact that you cannot see the person you are talking to it behooves you to impress the person with your voice and leave them feeling that courtesy was your aim and that it was a real pleasure for you to wait on them.

Our salesmen can pick up tips and often secure new business by attending social functions in their communities, such as lodges, churches, Chamber of Commerce meetings and service clubs and I believe each of us owe it to our community to attend and take part so far as circumstances will permit. By associating with gatherings of any kind one always becomes acquainted and often your friends will speak a word in your behalf that will result in valuable information to you.

A good salesman always has to sell his line to himself first. So it is with ticket selling. First, learn your own lines by reading descriptive folders and booklets which are always available. Learn the points of interest, familiarizing yourself with diverse route tariffs, so that when questions are asked pertaining to them your answer may be definite and not leave them with the thought that you are not sure of what you are trying to sell them.

You should believe in the firm you are working for and in your ability to get results.

You should believe that a man gets what he honestly goes after; that one deed done today is worth two deeds tomorrow; that no man is down and out until he has lost faith in himself.

You should believe in today and the work you are doing; in tomorrow and the work you hope to do; and the sure reward that the future holds.

You should believe in courtesy, kindness, generosity, in good cheer, in friendship and in honest competition.

Very Simple

Little Girl (to grandfather):—"Grandpa, why don't you grow hair on your head?"

Grandpa:—"Well, why doesn't grass grow on a busy street?"

Little Girl:—"Oh, I see; it can't get up through the concrete."—Ex.

W. A. ROGERS, SHOP SUP'T., DIES AT LOS ANGELES

W. A. Rogers, superintendent of Los Angeles General Shops, died of heart trouble at his home in Los Angeles March 18. His death was a severe shock to his many friends and fellow workers on the Pacific System. He went to work at the shops as usual that morning, but after a short time stated he was not feeling well and reported to the Company nurse, who advised him to go home. Shortly after noon he died.

W. A. Rogers

Mr. Rogers came to Southern Pacific as general machine shop foreman at Los Angeles in 1914, after having had railroad service since 1886 with the Grand Trunk, Santa Fe and Salt Lake railroads. March, 1917, he was promoted to general foreman of locomotive department and October 1 of that year was promoted to superintendent of the shops.

Funeral services were conducted March 21 from the chapel of Vester & Sons. Burial was in Forest Lawn Cemetery, under auspices of the Masonic Lodge. Mr. Rogers also was a member of the Elks Lodge.

In addition to his wife, Mr. Rogers is survived by a son, Edward Rogers, who is associated with an oil company in Los Angeles. His mother and other relatives live in Canada.

FRANK MULKS IS HONORED

Frank Mulks, office manager of Executive Department, General Office, was elected 1st vice president of the Transportation Club at San Francisco March 14. He was also elected to a two year term on the board of directors of the club.

"There is nothing in politeness but the wind, neither is there anything in pneumatic tires, yet it eases the jolts along life's highway."—Ex.

Many veterans of Southern Pacific service who have been retired on pension gathered at the Club Room in the General Office at San Francisco March 3 to pay tribute to A. F. Hess, recently retired as Secretary of Pension Board. Mr. Hess had been secretary practically since establishment of the pension benefit system in July, 1903, and had become endeared to the veterans for his thoughtful and painstaking services. Mr. Hess is seated fourth from the left. To his left is Captain John Leale who acted as chairman and spokesman for the veterans. Chas. J. LeNoir, Harry Stevenson and Chas. H. Smith were other veterans who assisted in arranging the affair. It would be difficult to send a personal letter to each veteran who participated in the "surprise," so through the Bulletin, Mr. Hess wishes to express his appreciation, and Captain Leale thanks them for the hearty response he received as chairman of the committee.

PROMOTIONS IN AGENCY AT SALT LAKE CITY

A number of important promotions have recently been made in the office of General Agent Press Bancroft at Salt Lake City.

James W. Lowrie, who has held the position of city passenger agent for about a year, is promoted to traveling freight and passenger agent for the Montana-Idaho territory. This is a territory with which he is thoroughly familiar and in which he has many friends. Mr. Lowrie was formerly connected with the Traffic Department of Illinois Central.

James W. Murdock is promoted to city passenger agent. He has been in the Salt Lake office for about three years and previously was city freight solicitor. Mr. Murdock has held various operating and traffic positions with the Company since 1898.

Earl C. Corey, formerly chief clerk, is now city freight solicitor. He has been with the Company for seven years, the last two being in the Salt Lake City office.

Glen C. Williams, who has been clerk in the Traffic Department at Ogden, is promoted to chief clerk at Salt Lake City. He has been with the Company since 1917.

Joseph T. McCann, has been promoted from ticket clerk in the O. U. R. & D. office at Ogden, to chief clerk in the Ogden office under Mr. Owen.

GETS NEW MEMBERSHIPS

L. A. Brockwell, district freight agent at Portland, proved himself to be as good a solicitor for chamber of commerce memberships as he is for freight traffic when he qualified as one of the leaders in a drive for memberships by the Portland Chamber of Commerce. O. A. Smith, general chairman of the membership committee, expressed his appreciation of Mr. Brockwell's work in a letter to J. H. Mulchay, assistant freight traffic manager.

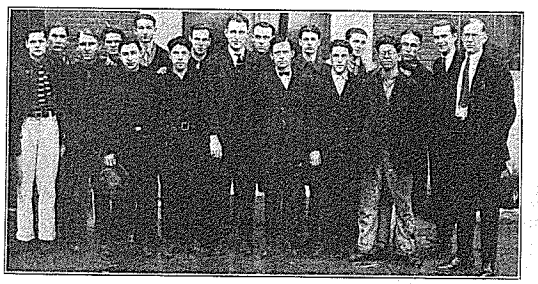
S. P. Girls Are Near Championship

Basketball team of the S. P. Club at San Francisco which is making a fine showing in the city industrial league. Left to right—Martha Prichard, mgr., side center; Merle Betts, Anita Witt and Alice Nichols, guards; Helen Bartholomew, touch center; Davina Waterson, forward; Soila Harmola, guard; Evelyn Carson, forward; Ione MacDowell, captain, forward. Jennie Gregory, forward, was absent when picture was taken.

BY holding the fast J. D. Spreckels & Bros. team to a tie score of 26 to 26, the Southern Pacific Club girls' basketball team sprung a surprise in the San Francisco Industrial League and now has a good chance to win first place. The game was one of the best played in the league this season and was nip and tuck from the start. The first half ended with the score 12 to 12.

The girls have won eight straight games in the league and tied one. April 1 the S. P. team meets the Associated Oil girls, league champions for two years. This team was defeated by the Spreckels team and if the S. P. girls come out on the long end of the score they will meet Spreckels in a championship game. With Helen Bartholomew, touch center, back in the game Southern Pacific's chances will be strengthened.

Standard Oil team was defeated March 11 by a 41 to 30 score and Bank of Italy team fell before the speedy work of the Southern Pacific girls by a score of 29 to 10.



Apprentices of West Alameda Electric Shops, East Bay Electric Division, who recently visited the new plant of General Electric Company at East Oakland. Left to right—J. L. Mason, Ed. Swanson, W. J. Reals, W. J. Silvera, A. T. Vierra, J. Wilson, A. J. Treckeme, F. W. Ebeling, R. V. Madsen, instructor; H. O. Weidenback, A. Beach, L. Baumann, A. Findlay, G. M. Way, W. L. Hammond, O. A. Gibbs, B. S. Van Hoosear, and C. G. Wells, electrical foreman.

KIRKBRIDE NAMED DIRECTOR OF ENGINEERING ASS'N.

W. H. Kirkbride, engineer, maintenance of way and structures, was elected a director of the American Railway Engineering Association at its annual convention held in Chicago recently.

The association's purpose is to solve various engineering problems confronting the railroads.

G. W. Rear, supervisor of bridges accompanied Mr. Kirkbride to the Chicago convention.

ANOTHER FOREMAN WITH NO ACCIDENT RECORD

Roundhouse Foreman Wm. G. McGreevy, Coast Division, should have been included in the list of foremen published in the March Bulletin who went through the year 1924 without having a reportable accident to employes in their charge.

The Joy Killer

Druggist (to his stout wife): "Don't come into the shop for a minute. I am trying to sell six bottle of my fat-reducing mixture."—Photo Digest.

VETERAN FATALLY INJURED WHEN STRUCK BY CAR

Charles Henry Redington, a retired veteran of Central and Southern Pacific service, who has for several years been vice president of the Farmers' and Merchants' Bank of Oakland, Cal., died at his home in that city March 9 as a result of injuries suffered when he was struck by a street car.

In company with his son-in-law, Philip S. Carlton, Mr. Redington was on his way to attend church services when the accident happened. He was removed to his home, a short distance away, where he died without regaining consciousness, from internal injuries and a fracture of the skull.

Mr. Redington was 83 years old at the time of his death. He went to work for Central Pacific in December, 1866, in the Engineering Department and worked on the line between Sacramento and Promontory during construction work on the original line over the Sierra Nevada Mountains. From 1869 to 1871 he was a freight clerk at Sacramento and San Francisco and was then made assistant engineer on the Sacramento and Western divisions. In 1874 he was appointed paymaster at San Francisco and in 1874 to assistant paymaster on line of road. In 1893 he was promoted to assistant to treasurer and in 1907 took the title of assistant treasurer. He was retired August, 1912, after 45 years 8 months service. He enjoyed remarkable health and missed but few days at his desk at the Oakland bank, which position he took following his retirement from Southern Pacific.

He is survived by two daughters, Mrs. Carlton and Mrs. Vida R. Volkhardt of Chicago, and two sons, Charles H. Redington, Jr., of Stockton, and James P. Redington of San Francisco.

New Freighter in Atlantic Service

Miss Jane Cooper, sponsor of the Company's new freighter "El Oceano," is shown in the center of the group that witnessed launching of the vessel at Kearny, N. J. Officers and distinguished guests in the picture include: S. I. Cooper, manager S. S. Lines; W. E. Ridgeway, ass't to executive officer; A. S. Hebbel, superintending engineer; C. W. Jungen, retired manager; J. H. Farrel, president U. S. Steel Corporation; L. H. Kornorff, president Federal Shipbuilding Co.; M. Kerr, auditer; G. W. Von Osthoff, purchasing agent; and H. Heinz, of the commissary department.

A NEW freight steamer for use in the Company's Atlantic Steamship service was launched February 14 at the plant of the Federal Shipbuilding Company, Kearny, N. J.

To a fleet which has already exceeded the number of vessels operated by any other line in the Atlantic coastwise trade, this addition justifies the increasing pride of Southern Pacific officers and employes in the extent and character of the facilities provided to accommodate the constantly expanding passenger and freight traffic of the system.

The new freight vessel has been christened "El Oceano." It will be ready for service between New York and the Gulf ports in April. She measures 433 feet over all, has a beam of 56 feet and a depth of 37 feet, with 11,750 tons displacement. She is capable of a speed of 15½ knots per hour and will be the largest freight carrier in the "Morgan Line" fleet. The fleet now consists of twenty-five steamers, embracing three oil tankers—the Tamiahua, Torres and Topila—the first of which is the third largest oil tanker in the world; four passenger and freight vessels which operate between New York and New Orleans; eighteen exclusively freight steamers which operate between North Atlantic and Gulf ports; five tugs and sixty-nine barges and lighters. The passenger vessels are the Bienville (recently damaged by fire), Creole, Momus and Comus.

The Southern Pacific Steamship Lines use more extensive wharf facilities at New York than any other line in the coastwise or trans-Atlantic trade, occupying 1,670 feet along the river front in the business district and heart of Manhattan Borough of New York City, and having a depth of about 750 feet.

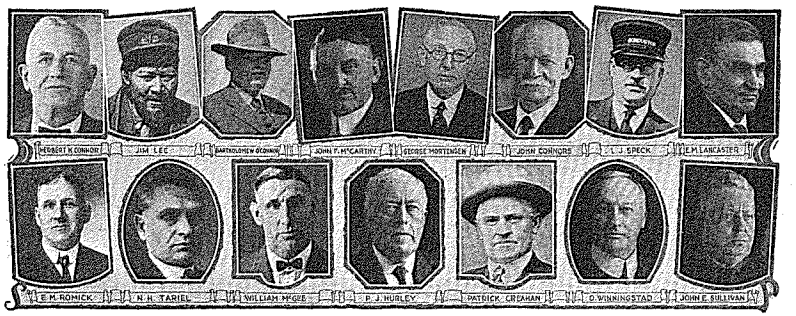
A number of speed records have been set by this well drilled fire brigade of Dunsmuir. One of these records is to have 500 feet of hose on the cart, start at a line 50 feet to fire plug, run past plug and pull out 300 feet of hose, break joint and get water through the nozzle in 33 2/5 seconds. This with a team of nine men. In the above picture: Back row, left to right—Gus Harris, Omar Fillmore, K. G. McClannahan, J. H. Clark, P. Elledge, Chas. Maurer (captain), J. W. Parks, Guy Johnson, E. E. Johnson. Front row—F. W. Thompson, S. Selby, S. A. Austin, R. G. Renoud (ass't captain), E. M. Pitt (chief), Florin Shewey and Victor Andreatta.

NO MORE WORD PUZZLES

There will be no more cross word puzzles in the Bulletin for the present at least. The editors regret having to disappoint a number who submitted puzzles for use in the Bulletin, but all space possible is urgently needed for photographs and news items concerning activities of the employes. Puzzles appearing in the daily press will have to satisfy the appetite of the ardent cross word fans among Southern Pacific folks at this time.

After Reading Your Bulletin, Pass It Along

Fifteen Veterans Pensioned After Long Services



Veterans of Southern Pacific who were retired on pension at a meeting of the Pension Board February 27. Photograph of Henry Clay Simmons did not arrive in time to be included with this group.

HERBERT H. CONNOR, locomotive engineer, Coast Division, in length of service, heads a list of 15 veterans who have just been retired on pension. He entered the service in July, 1878, as painter's helper at Los Angeles, and later transferred as car cleaner, where he continued until 1881, at which time he was employed as brakeman. In June, 1881, he went to Tucson Division and was put on as fireman and later as hostler, returning to the Los Angeles Division in 1887, where he continued until July, 1894. From the latter date he has been employed as locomotive engineer on the Coast Division. He retires with 46 years 5 months service.

Henry Clay Simmons, blacksmith helper, Brooklyn, entered the service May 15, 1881, as laborer in the Maintenance of Way Dept., Portland Division. In December of that year he transferred to the Car Shops as helper, where he remained until April, 1892 when he was put on as blacksmith helper and has continued in that capacity at Brooklyn to date of his retirement, after 43 years 10 months service.

Jim Lee, more commonly known as "Ah Tug," is retired as cellar packer, Motive Power Dept. at Sparks, after 40 years 3 months service. He came to the United States in 1884 and went to work in that year for Central Pacific in the shops at Wadsworth. He has remained continuously on the Salt Lake Division. Fellow employes could not pronounce his Chinese name so he was called "Tug," after a popular boxer at that time. Some years later he changed his name to Jim Lee.

Bartholomew (Batt) O'Connor, crossing watchman, Sacramento, was employed in April, 1887 at Davis as section laborer, where he remained until July, 1897. At that time he was sent to Sacramento as laborer, continuing there until 1902. From 1902 to 1906 he was employed as watchman at Truckee. From the latter date until his retirement, he has been employed as crossing watchman at Sacramento, retiring with 37 years 5 months service.

John F. McCarthy, locomotive engineer, Coast Division, entered the service in August, 1887, as engine wiper at Castroville. In May, 1888, he became locomotive fireman, in which capacity he worked until October, 1893, when he was promoted to engineer. He retires with 37 years 4 months service.

George Mortensen, gang foreman passenger repairs, General Shops, Los Angeles, entered the service in January, 1890, at Sacramento as car builder. In June, 1891 he transferred to Los Angeles Shops as cabinet maker where he has continued until his retirement, after 35 years 2 months service.

John Connors, blacksmith, Los Angeles Shops, entered the service in September, 1890, as blacksmith at Los Angeles where he has continued until his retirement after 34 years 7 months service.

Louis John Speck, conductor on Portland Division, did not live to enjoy the reward for his 34 years service with the Company. He died February 11. Mr. Speck went to work as a freight brakeman at Roseburg, Ore. in October, 1890. He worked in this capacity in freight and passenger service to July, 1897 when he was promoted to freight conductor. At the time of his retirement he was a passenger conductor.

Ernest M. Lancaster, helper, rolling mill, Sacramento Shops, was employed in March, 1891, as helper at Sacramento where he has worked 33 years 11 months.

Ephriam M. Romick, towerman, Coast Division, San Francisco, was employed in August, 1892, and worked until May, 1894, as yard master at Oakland and Lathrop. May, 1894 to May 1896 he worked as yard foreman at Oakland and from the latter date until March, 1897, he was brakeman Coast Division. At that time he met with an accident and after recuperating was employed from November, 1897, until retirement as crossing flagman He retired with 32 years 8 months service.

Nelson H. Tariel, painter, Sacramento, was employed at that point in December, 1893, where he continued in the service as painter, retiring with 31 years 4 months service.

William McGee, roller, Sacramento Shops, entered the employ in that capacity at Sacramento May 2, 1893, and continued at that point until February. 1923, when he was granted sick leave on account of injury. He was later retired, after 30 years 7 months service.

Patrick J. Hurley, clerk, car Dept. Bay Shore, was first employed in May, 1890. He left the service in October. 1899, and returned in August, 1900, as car repairer at San Francisco. From 1903 to January, 1907, he was stock clerk in the Store Dept., and from the latter date up to the time of his retirement, he was employed as clerk, retiring with 24 years 8 months service.

Patrick Creahan, pipe fitter, Motive Power Dept., Ogden was employed September 5, 1901, as coppersmith helper, Ogden Shops. He has continued in the Shops at that point working as tinsmith and watchman, and retires after 23 years 2 months service.

Olaf Winningstad, asst. engineer Land Dept., General Offices, San Francisco, was employed in March 1892, as asst. engineer on construction work in Arizona. He continued in the Engineering Dept., working at various points over the System until 1906. From that date until 1911 he was with the O. R. & N. Company as asst. engineer. From 1912 he has been working as asst. engineer in the Engineering, Revaluation and Land Depts., retiring after 23 years service.

NEW LINER "BIENVILLE" IS DAMAGED BY FIRE

Southern Pacific's magnificent new liner "Bienville," constructed last year at Tacoma for service on Atlantic Coast, caught fire just before noon on March 19 as she was lying at the navy yard wharf at New Orleans awaiting installation of a new roter shaft.

The upper decks of the vessel were completely destroyed but the steel hull and the machinery are believed to be intact. The extent of the damage can not be determined until a survey is completed.

The value of the vessel and furnishings was approximately $2,225,000, fully covered by insurance. The cause of the fire is unknown.

P. F. E. BASKETBALL TEAMS IN HARD FOUGHT GAME

After losing but four games out of 40, the Pacific Fruit Express general office team at San Francisco lost a hard fought game to the P. F. E. team from Los Angeles shops, February 28 by a score of 22 to 20.

The game, at San Francisco was closely contested, both teams showing lots of class. Brunson of Los Angeles and Little for San Francisco were the stars of the game, each scoring eight points.

The Los Angeles lineup was: Brunson and Phillips, forwards; DuShare, center; McCarty and Earp, guards. San Francisco: Plate and Lyttaker, guards; Little, center; Sturgeon and Wilson, forwards.

Small Daughter (hopefully)—"How far away is spring, daddy?"

Overburdened Parent—"About a ton-and-a-half of coal, darling."—Ex.

Recent Additions to S. P. Roll of Honor

Name	Occupation	Location	Service Yrs.	Mos.
Herbert H. Connor	Loco. Engineer	San Francisco	46	5
Henry Clay Simmons	Blacksmith Helper	Brooklyn, Ore.	43	10
Jim Lee	Cellar Packer	Sparks, Nevada	40	3
Bartholomew O'Connor	Crossing Watchman	Sacramento	37	5
John F. McCarthy	Loco. Engineer	San Francisco	37	4
George Mortensen	Gang Foreman	Los Angeles	35	2
John Connors	Blacksmith	Los Angeles	34	7
Louis J. Speck	Conductor	Portland	34	3
Ernest M. Lancaster	Helper, M. P.	Sacramento	33	11
Ephriam M Romick	Towerman	San Francisco	32	8
Nelson H. Tariel	Painter	Sacramento	31	4
William McGee	Roller, M. P.	Sacramento	30	7
Patrick J. Hurley	Clerk, Car Dept.	Bay Shore	24	8
Patrick Creahan	Pipe Fitter	Ogden, Utah	23	2
Olaf Winningstad	Asst. Engineer	San Francisco	23	0

S. P. Men and Safety

Excerpts from papers read by employes at safety meetings.

Every man should be constantly protecting himself from injury. The majority of men are naturally careful. But there are three men in every hundred who meet with accidents every year. It is these men that we have to reach and to do so we must repeatedly call the attention of the whole hundred to the importance of safety practices in every day work.

Many accidents are caused by getting men excited. Some foremen speak too sharply. I would have each foreman study and watch their men carefully, correcting defects in a kindly manner. The safety idea must be presented in an educational and practical manner, so as to assist in developing in men the habit of carefulness.

—DAVID DAVIS,
District Lineman, Coast Division.

Half of a trucker's work is in handling his truck in such a manner that it does most of the work. The greatest hazards in this work are: attempting to handle too heavy a load; incorrect piling of freight on trucks; and unbalanced loads which cause spills and much unnecessary lifting strain on part of the trucker. Trucks should be loaded so that brunt of the load is carried on the wheels. A heavy object should not be placed on the handles. Leverage is the secret in trucking, avoiding undue strains on arms and back.

—W. MERRIAM,
Agent, 5th & Kirkham Sts., Oakland

Many injuries come from taking a "short cut"; a foolishly desperate chance in performing some regular duty that could have been done very simply and safely. Some of these careless and thoughtless practices are: adjusting knuckles with the foot; standing in middie of the track waiting to step on the foot-board of an approaching engine, or crossing over of fieldmen when engine is moving and about to couple into cars; and exposing the body to one track or the other while throwing ground switches. All signals should be given plainly and engineers should never take a signal they do not readily understand. Strict adherence to the rules and constant foresight on the part of all of us will reduce injury to a minimum.

—H. Y. BLEW,
Yardman, Portland Division

McKELLIGON PRESIDENT OF PACIFIC RAILWAY CLUB

A. S. McKelligon, general storekeeper of Southern Pacific, was elected president of the Pacific Railway Club at the eighth annual meeting held at Hotel Oakland, Oakland, Cal., March 12. Also at this meeting Vice President Paul Shoup was elected to honorary membership in the Club.

During the past year the club's membership has increased from 130 to 481 and it has taken a place as one of the most active railroad clubs in the West. The object of the club is to advance the science of railroading and the best interests of the railroad profession, and to bring into closer relationship men employed in railroad work. The meetings are devoted to discussions of papers on various railroad subjects prepared by authorities in the particular work.

Wm. S. Wollner, Room 407, 64 Pine St., San Francisco, is secretary.

BOOKLET ABOUT S. P. CO. IS BEING DISTRIBUTED

Interesting information concerning the Southern Pacific Company, its extent, organization and operation, are contained in a booklet, "Facts About Southern Pacific Company," which has just been prepared and is now in process of distribution to employes on Pacific System.

The booklet is intended primarily for the information of employes who have recently entered the Company's service on the Pacific System but it will be found useful by all employes.

Stockton, Los Angeles Lead in Safety

AT the end of January the Stockton Division was leading all Divisions and the Los Angeles General Shops leading the General Shops, in the race for the 1925 Safety Banner, the former having gone through the month with but one reportable accident to an employe, and the latter maintaining a clear record. Details are shown in the following statement:

DIVISIONS	Number of	Man-Hours and Loco. Motor and Steamer	Casualties per Mil'n Man-Hours, Lo-o., Motor and Steamer Miles	
Name	Casualties	Miles		Rank
Stockton	1	494,016	2.02	1
Steamer	1	288,326	3.47	2
Sacramento	7	1,142,344	6.13	3
Shasta	5	628,843	7.95	4
Portland	12	1,385,897	8.66	5
East Bay Elec.	3	321,305	9.34	6
Coast	15	1,477,518	10.15	7
Salt Lake	12	1,151,495	10.42	8
Rio Grande	8	750,495	10.66	9
Los Angeles	16	1,440,743	11.11	10
Western	14	1,124,242	12.45	11
San Joaquin	11	733,468	14.99	12
Tucson	12	761,843	15.75	13
New Mexico	10	411,160	24.32	14
GENERAL SHOPS	Number of		Casualties per Mil'n Man-Hours	
Name	Casualties	Man-Hours		Rank
Los Angeles	..	312,308	....	1
Sacramento	10	533,582	18.74	2
El Paso	4	108,168	36.98	3

After Reading Your Bulletin, Pass It Along

SACRAMENTO 'HOOP TOSSERS' CLOSE GOOD SEASON

The Southern Pacific Apprentice Club at Sacramento General Shops closed its basketball season with an athletic evening at the Sacramento Y. M. C. A. by defeating one of the fastest basketball teams in Northern California, the Winters' Foresters, by a close score of 18 to 17.

The game was fast and closely played. At the end of the first half the score stood tie at 8 to 8. In the second half the Apprentice Club took the lead and held it to the end of the game. Winters played hard to overcome the lead but the excellent defense of the club team prevented the tie or defeat if a field goal had been obtained in the last few seconds of play.

It would be hard to give praise to any individual, for the excellent team work displayed by both teams brought praise from the large attendance. The Apprentice Club was represented by Kramer, center, Alloway and Assalena, forwards, and Lyle, Frichette, Hetherington and Heglund, guards.

After the basketball game, five fast three round bouts were given by members of the Apprentice Club. The following participated: John Johnson vs. Vic Shearer, in which Johnson was given the decision; Mike Parisi vs. Tony Gregorio, result being a draw; Wes. Dreman vs. U. Quaresma, which also ended in a draw; Chas. McDonnell vs. J. Mendoza, referee gave McDonnell the decision; Ed Hannon vs. Frank Parisi, Hannon being awarded the decision.

Much praise should be given Athletic Managers Hardy, Frichette and Hannon for their successful program. From the applause given the events by the audience of approximately three hundred, they enjoyed every minute.

The Sacramento Shops Apprentice Club would like to hear from any of the other athletic teams on the Southern Pacific System regarding arranging of schedules in all lines of athletic programs. Address communciations to Walter A. Johnson, Secretary of Southern Pacific Apprentice Club, Sacramento General Shops, Sacramento, Calif.

Games played by the Apprentice Club basketball team for this season and the scores were:

Apprentice Club..	11	Remicks	9
Apprentice Club..	13	Hales Bros.	11
Apprentice Club..	19	Breuners	8
Apprentice Club..	38	P. G. & E. Co.	5
Apprentice Club..	14	Cal. Nat'l. Bank	21
Apprentice Club..	21	Remicks	15
Apprentice Club..	11	Hales Bros.	7
Apprentice Club..	2	Breuners....0 forfeit	
Apprentice Club..	18	P. G. & E. Co.	21
Apprentice Club..	18	Cal. Nat'l. Bank	16
Apprentice Club..	40	Roseville	9
Apprentice Club..	21	Roseville	18
Apprentice Club..	15	Lincoln	33
Apprentice Club..	13	Winters	28
Apprentice Club..	18	Winters	17
Apprentice Club..	31	Christian Church	17
Apprentice Club..	21	State Highway	15
Apprentice Club..	38	Y. M. C. A.	11
Apprentice Club..	2	Fremont Ch...0 forfeit	

NO ACCIDENT IN 32 YEARS IS McLAUGHLIN'S RECORD

Section Foreman M. McLaughlin of Vacaville, Western Division, did not receive the recognition due him in the March Bulletin for his excellent record in promoting safety among employes under his supervision. Due to a clerical error Mr. McLaughlin's photograph appeared among the foremen with "no accident" records over the name of M. Connelly. Foreman McLaughlin has not had a reportable accident happen to himself or his men since November, 1892. He has the third best record among the "no accident" foremen of Pacific System.

Young Batt: "This chauffeur is driving me to drink."

Old Nipp: "Are you sure he knows the right address?"—Judge.

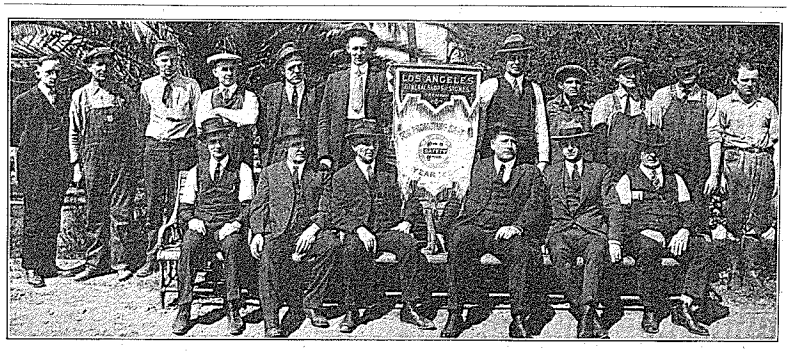
PATRICK SHEEDY HONORED BY S. P. ENGINEERS

Patrick Sheedy, who retired January 1 as superintendent of motive power on the Southern District after 56 years 4 months service with Southern Pacific, was the guest of honor at an entertainment and reception arranged by members of the Brotherhood of Locomotive Engineers and their wives, held at Los Angeles February 27. The retired veteran was presented with a large overstuffed chair as a gift from engineers and their wives on the Southern District.

The banquet was in charge of Mrs J. M. Stephens. Mrs. R. W. Newbill directed the serving, being assisted by several other engineers' wives. The reception committee was composed of C. E. Anderson, Frank Thomas and Geo. Hopp. Those who contributed to the excellent entertainment program were: Carl Naylor, vocal solos, accompanied at the piano by Bertrand Ream; Mrs. Calhoun and Mrs. Densmore, and Mrs. Bishop and her daughter, played piano duets. Mrs. Champlin, vocal solo; Mr. Ream, piano solo; Mrs. Grinstead and Mrs. Bush gave readings.

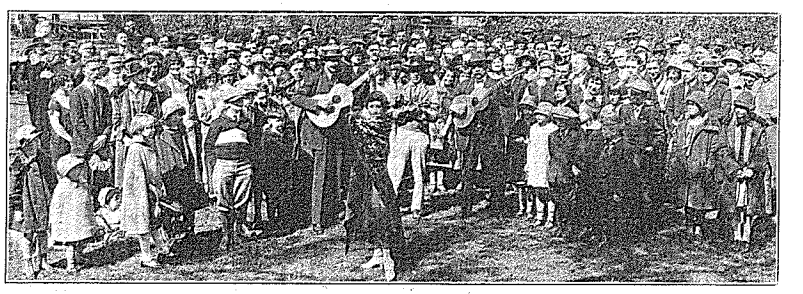
M. H. Densmore, as toastmaster, introduced several speakers who paid tribute to Mr. Sheedy and recalled pleasant relationships that extended over many years. The chair was presented to Mr. Sheedy by Eli Stevens. Mrs. Alice Shean, in behalf of the ladies, presented Mrs. Sheedy with a beautiful basket of flowers.

Others who spoke included: W. H. Whalen, superintendent, Los Angeles Division; F. P. McDonald, master mechanic, Los Angeles Division; A. O. Smith, Mrs. Jennie Boomer and Mr. Boone, officers of the engineers' organization; Dr. Baird, Thomas O'Leary, Geo. Burbank, Dan Crane Elmer Jordan and Harry Hoffman.



Los Angeles General Shops and Store safety committee and the banner won in competition with Sacramento General Shops for the best record in safety during 1924. Front row, left to right—A. E. Johnson, dep't foreman; D. Adamson, general foreman; W. A. Rogers, shop superintendent (Mr. Rogers died March 18) F. P. McDonald, master mechanic; C. H. Thompson, district storekeeper; L. B. Verweire, supervisor of apprentices. Back row—J. C. McMullen, secretary; J. Collins, tinner; Wm. Rudolph and J. H. Baetz, machinists; C. J. Banning, gang foreman; C. I. Walker, master car repairer; W. H. Fine, general foreman, car dep't; Wm. Hengerer, boilermaker; C. E. Eldredge, craneman; G. E. Rex, electrician; G. B. Schmidt, piper.

Clerks and Their Families Picnic at Santa Barbara



Senorita Castro dancing for Los Angeles and Santa Barbara clerks and their families at Santa Barbara outing.

DINING CAR DEP'T. PEOPLE ARE PAID TRIBUTE

Tribute to the spirit of teamwork among employes of Southern Pacific dining car department is paid by Allan Pollok, superintendent of the department, in a recent statement. Mr. Pollok said in part:

"At the end of the year I would like to call attention to the enthusiastic support which this office is receiving from all our employes—Commissaries, Inspectors, Stewards, and Dining Car Crews.

"There is such cooperation throughout the Department as we have never had before. This is reflected in the excellence of the service now being rendered to our patrons. Our cars are cleaner; our menus are better balanced; cooking has improved, and the service from every standpoint is excellent.

"The civility and attention of waiters are most marked, and I believe every steward on the line is doing his best to steadily improve our standard of service."

FRED D. SMITH, RIVERSIDE AGENT, DIES SUDDENLY

Fred D. Smith, who had been station agent at Riverside for more than 20 years, died suddenly of heart trouble February 20 while driving his automobile. Mrs. Smith was seated beside him when his hands dropped from the steering wheel. Mr. Smith had been apparently in the best of health.

He was 58 years old and had been with the Southern Pacific since 1884. After serving in various positions in Central and Northern California he transferred to Chino in 1900 and three years later went to Riverside where he has since made his home.

Besides Mrs. Smith he leaves two daughters, Mrs. Rena E. Klamt of Riverside and Mrs. Gladys J. Grunwald of Glendale, and a son, Fred D. Smith, Jr., of Riverside.

THREE special cars carried members of the Los Angeles clerks' organization and their families to Santa Barbara on Sunday, March 8 were they joined with the clerks of that city in a big picnic at Oak Park.

The committee, which included officers of the Santa Barbara Lodge and Station Agent J. E. Sloan, arranged the outing in an ideal spot, under beautiful spreading oak trees. Basket lunches provided an abundance of good things to eat. Music was furnished by a Spanish string orchestra of Santa Barbara and several dances were given by Senorita Tortencia Castro.

H. S. Stubbs, president of the Santa Barbara organization, made an address of welcome and introduced F. W. Tenney, division chairman, who was master of ceremonies for the day. In introducing A. H. Oberg, chief clerk to Superintendent W. H. Whalen, Mr Tenney expressed appreciation for the helpful cooperation Mr. Oberg had given in making possible the excursion from Los Angeles.

Short talks also were made by Mr Sloan, J. E. Light, district freight and passenger agent at Los Angeles; and C. L. Herbst, freight station agent at Los Angeles.

Following the luncheon at the park the visitors visited the famous Samarkand Hotel, the Riviera overlooking the city and the sea, the old Mission and the Beach, while a business meeting was held by the clerks. Another social gathering was held following the meeting, consisting of instrumental and vocal music and dancing. Later a luncheon was served in the banquet room.

Chairman Tenney wishes to express appreciation of the clerks for the assistance given by division and traffic officers and to General Yardmaster T. M. Spach and the yard crew at Santa Barbara.

Plans are now being made by the Los Angeles clerks for another picnic to be held probably on Decoration Day.

WOMEN SIGNAL TRAINS WHEN SLIDES BLOCK TRAFFIC

Two women, Mrs. Jack Daly of Brighton, Ore., and Mrs. A. H. Andrews, of Susanville, Calif., have been commended by Superintendents E. L. King and C. F. Donnatin for the quick action they took in safeguarding trains when they discovered rock slides on the tracks.

Mrs. Daly lives a short distance from the Company's tracks near Brighton. About 11 p.m. she was startled by a rumbling sound. Hastily clothing herself for protection from a heavy storm she rushed to the track and found the slide. Realizing that a train was due soon she stood in the rain for almost an hour waiting to signal the danger warning by means of a flashlight covered with a red handkerchief.

Superintendent King accompanied his letter of appreciation with a check.

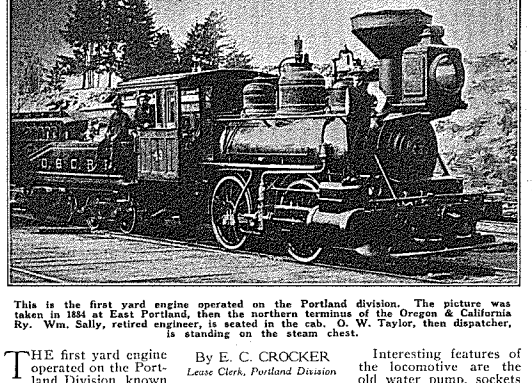
Mrs. Andrews discovered that a huge rock had slid from the bank and lodged between the rails. She phoned Trainmaster T. W. Cardwell, who hurried to the scene with section foreman and crew, and found Mrs. Andrews standing on the rock with a piece of red cloth prepared to flag any train.

A string of pearls was sent to Mrs. Andrews expressing the appreciation of the superintendent for her action.

RADIO FANS PRAISE VOICE OF "S. P. DAUGHTER"

Dorothy Daunt Scott, 15 year old daughter of Mrs. E. C. Scott of the Bureau of News, General Office, San Francisco, is receiving the plaudits of radio fans throughout the country following her appearance on a recent program at KFI station Los Angeles. The young soprano's voice has exceptional "radio" qualities and within two hours after her voice went out over the air congratulatory telegrams were received from many prominent music critics, including Mrs. Mary Weaver McCauley, composer of three of the songs sung by Miss Dorothy.

'Goat,' Oregon's Pioneer Locomotive



This is the first yard engine operated on the Portland division. The picture was taken in 1884 at East Portland, then the northern terminus of the Oregon & California Ry. Wm. Sally, retired engineer, is seated in the cab. O. W. Taylor, then dispatcher, is standing on the steam chest.

By E. C. CROCKER
Lease Clerk, Portland Division

THE first yard engine operated on the Portland Division, known as "The Goat," was shipped around the Horn in 1883 and placed in service during March of the following year. An idea of its size is indicated from the size of the cylinders which were 15 inches by 24 inches. The drivers were 51 inches and a total weight on drivers of 52,700 pounds. The engine was later re-numbered O. & C. 1011 and was sold in 1902.

Many interesting stories are told of the operations of the engine in the early days. "The Goat" went through the dock at East Portland in 1887 into the Willamette River. No "big hook" was then maintained and it was necessary that improvised apparatus be provided to raise the engine from the river. A frame work was installed over the dock and an attempt was made to raise the engine. It was brought almost to the top of the dock when it was found that the original derrick had not been built high enough so that it was necessary to lower the engine down and reconstruct the entire affair.

In those days the fire signals of the City of Portland had not been perfected and it was common practice for the whistle of this locomotive to be used as fire signal when a blaze was discovered.

Interesting features of the locomotive are the old water pump, sockets on the pilot beam for use of the switch pole, the old style wooden cab, the tool box, the link and pin couplings, the old fashioned re-railing frogs and the diamond shape stack.

HUGE ORGAN IS SHIPPED ON TWELVE FREIGHT CARS

A special train of twelve cars carrying a huge Wurlitzer pipe organ was an unusual freight shipment over Southern Pacific lines during March. The organ was shipped from Tonawanda, N. Y., and will be installed in Roosevelt Memorial Park at Los Angeles. It is said to be the world's largest and loudest pipe organ.

RADIO PROGRAM GIVEN BY APPRENTICE CLUB

A novel evening of education and entertainment was furnished by the Southern Pacific Apprentice Club in their Radio Evening at the Sacramento Y. M. C. A., March 11.

The musical and vocal programs for the evening were received by a large wireless set installed through the courtesy of the California Mechanical & Electrical Engineering Company. Many stations throughout the country contributed to the program.

The educational features of the evening were pictures from the University of California, showing wizardry of "Wireless and Sound Waves;" two scientific pictures on the operation of a wireless set and its principles; a one-reel picture entitled the "Electric Heart," showing the manufacture of the electric battery, and two reels of pictures entitled the "Story of Bakelite," showing the manufacture and many practical uses of this material.

An interesting talk was given by A. V. Schroeder on the principles of radio reception, which he made clear through blackboard sketches.

The committee in charge of the program for the evening were: Mr. Schroeder, Chairman; W. Conkle, W. Hetherington, O. Matranga and J. Bristow.

"Every time she smiles at me it reminds me of a Pullman car at 8 o'clock in the evening."

"Howsat?"

"No lowers, and very few uppers left."—Ex.

In line with the established policy of providing the best for dining car patrons that the market affords, the oranges awarded first prize at the National Orange Show held in San Bernardino the latter part of February, were purchased by the Southern Pacific. C. R. Walsh, assistant manager of the Dining Car Department at Los Angeles, is shown at the left of the picture ordering the prize oranges from M. F. Fontaine of River Bros., Los Angeles. The dining car department also purchased a large part of the finest grape fruit exhibited at the Show.

Leading Fuel Savers

DURING 1924 fuel saving on the Pacific System in freight and passenger service as compared with 1923 amounted to 37,690,435 gallons or 3,141 carloads.

While improved power conditions played a large part in effecting this immense saving, officers and employes, particularly employes engaged in engine and train service, are to be commended for the excellent work performed during the year which accounted for a large amount of the saving.

The friendly rivalry among employes for recognition in the competitive awards during 1924 was a large factor in the economical operation of power, and in many cases made it difficult to select winners for the monthly and quarterly fuel honors.

January winners of fuel proficiency certificates have just been announced by Superintendents and names of successful enginemen are listed below:

WESTERN DIVISION

Engineers	Firemen
W. Kopka	K. G. McKinney
J. B. Lyons	C. H. Cunningham
H. M. Hoos	A. E. Coulter
G. W. Marsh	J. P. Healy
E. S. Johnson	C. Rasmussen
J. L. Crowley	G. B. Shorten
C. E. Shaw	D. W. Orth
E. W. Nauman	H. M. Enke
J. A. Hawthorne	W. D. Lloyd
S. E. Shepherd	S. E. Nietich

SACRAMENTO DIVISION

C. A. Mark	W. G. Baker
E. A. O'Brien	L. L. Stark
H. E. Brown	G. D. Kamp
F. W. Lancaster	G. F. Minard
G. E. Coyan	J. W. Garner
T. A. Wright	E. Henderson
W. W. Tassie	C. A. Willey
W. A. Shields	F. E. Sweeney
R. W. Cuvellier	R. H. Bell
G. H. Theiss	G. C. Berry

SALT LAKE DIVISION

A. E. Whitehead	G. E. Corbin
A. C. Hewitt	G. H. Lohman
J. M. Henry	A. H. Hill
J. R. Watson	T. C. Reed
A. Trewick	J. J. Lucey
M. Dowd	W. F. Leonard
O. G. Purdy	L. J. Valverde
J. J. Christensen	G. Rudy
W. B. Ware	L. A. Benson
T. Sweeney	A. Reid
J. Furlong	J. P. Colyar
G. W. Brandis	W. H. Matthias
F. R. Birdsall	H. Sprak

SHASTA DIVISION

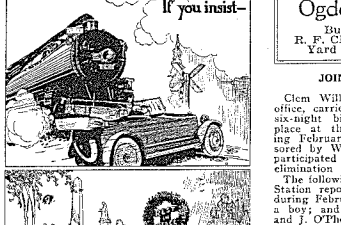
W. C. Sellman	E. Calow
T. C. Lafferty	L. P. Todd
C. B. Geer	W. H. Roberts
A. A. Marske	D. D. Eagan
J. G. Fuller	E. Masters
C. M. Duggan	C. W. Hale
C. E. Shippey	C. J. Summers
J. S. Hanna	R. L. Wood
W. B. Van Horn	J. E. Peterson
J. W. Thornton	T. M. Miller

PORTLAND DIVISION

F. J. Connolly	E. D. Smith
B. W. Riggs	J. W. Leonard
O. Burgoyne	C. E. Bigger
C. V. Pfaff	G. R. Welch
A. Spalinger	H. E. Baldwin
W. A. McDonald	W. D. Thomas
J. L. Stafford	J. Stahl
L. G. Williams	R. H. Wilson
S. R. Willis	C. R. Smith
T. E. Luster	R. Sahli

COAST DIVISION

W. A. Labish	R. Leeper
N. J. Nichols	H. L. Taff
A. W. Davis	H. Eker
J. Balentine	E. A. Duncanson
F. Champlain	A. Bittick
F. B. Simpson	J. H. David



This drawing by A. F. Asheck, chief solicitation clerk in the General Freight Office at Los Angeles, is a forceful appeal for greater care on the part of automobile drivers.

TUCSON DIVISION

Engineers	Firemen
C. W. Tenny	G. Karmann
T. M. Cantwell	C. P. MacDonnell
W. W. Rucker	V. G. Dickason
F. E. Reynolds	J. Borda
J. H. Menzies	P. W. Dougherty
G. O. Tevis	A. Kennedy
B. L. Moffitt	C. W. Richardson
E. T. Bower	J. W. Stockwell
G. L. Reid	R. A. Miller

SAN JOAQUIN DIVISION

C. C. Alford	A. Peterson
C. Fields	J. T. Crites
J. D. Iler	E. Crumpley
R. C. Ball	W. M. Robertson
J. A. Stewart	J. Willis
E. S. Radebaugh	F. H. Roache
W. K. Frye	W. H. Jackson
J. G. Hancock	F. P. White
G. H. Terreau	R. A. Fagan
R. O. Quackenbush	D. A. Schiez

LOS ANGELES DIVISION

L. K. Sweet	D. Borda
G. Martin	Y. T. Rainer
D. A. Eagan	J. F. Shamblin
E. E. Stoermer	S. L. Howard
C. W. Grimstead	J. B. Logsdon
J. W. Stevens	B. Hamilton
E. H. Seymour	C. Coble
C. C. Rice	H. H. Myett
R. L. Wallis	J. E. Harkins
C. L. Ketchum	

STOCKTON DIVISION

W. E. Dalton	J. C. Martin
F. M. Paris	W. E. Martin
C. C. Horgan	R. M. Heffren
E. S. Gregory	J. L. McNamara
C. W. Poole	B. D. Hansen
G. H. Thomas	C. Krekeler
C. E. Grass	M. P. Canevari
H. E. Conger	A. Rogers
D. C. Bailey	W. Kloepfer
W. H. Marlin	H. O. Myers

RIO GRANDE DIVISION

E. M. Neely	J. R. Smith
A. C. Caster	S. D. Thurston
C. R. Bodenhamer	C. L. Shay
J. Henderson	J. A. Garber
F. F. Connelly	S. B. Marner
D. Ryan	A. J. Simmons
O. H. Brock	A. B. Davis
R. B. Armstrong	C. E. Ream
J. J. Bloomer	C. J. Branch
C. A. Telford	R. I. Hill

NEW MEXICO DIVISION

W. C. Hudnall	K. M. Linker
E. W. Bell	W. P. Carothers
J. R. Perkins	L. J. Kelly
N. S. Bell	J. C. Morgan
J. M. Pettinger	J. Randall
J. Harrison	B. Holland
F. J. Gilbert	E. A. Harkey
W. Fisher	G. L. Strauss
R. Gibson	I. W. Sampson

After Reading Your Bulletin, Pass It Along

Ogden Union Depot

Bulletin Correspondents
R. F. CHUMLEY MISS C. ADAMS
Yard Office Freight Station

JOINT FREIGHT STATION

Clem Williams, chief claim clerk in this office, carried away the silver trophy in a six-night billiard tournament, which took place at the Weber Club in Ogden during February. The tournament was sponsored by Warren L. Wattis. Twenty men participated in the event, and by gradual elimination Mr. Williams won the prize.

The following employes of the Joint Freight Station report new arrivals at their homes during February: George Udink, check clerk, a boy; and Leslie Phipps, George Beasley and J. O'Pheikens, truckers, are endeavoring to be satisfied with just "a girl."

Walter G. McPhie, who has been employed in this office since October, 1918, has accepted a position in the Joint Ticket Office at Ogden. We wish him every success in his new field.

William Cross, clerk, spent a short time in Ashton, Idaho. While there he saw the annual Dog Race, which took place February 23.

Heber Spencer, trucker, accompanied by Mrs. Spencer, is visiting in California.

John Reardon, watchman, together with Mrs. Reardon, recently returned from a visit in Southern California.

H. H. Butler, father of Earl Butler, receiving clerk at this station, passed away February 10, after a brief illness.

OGDEN JOINT TERMINAL

The following note was received by the correspondent from L. L. Keyes, jumbo clerk: "Baby born on Lincoln's birthday; would have named it Abraham but was a girl so named it Shirley Beatrix. Weighed 7½ lbs."

General Yardmaster C. L. Blanchard has just returned from his vacation, part of which was spent in the East.

Chief clerk F. H. Smith, left March 4 for Kansas City, Missouri, and Osawatomie, Kansas, where he will spend his vacation.

December news items carried the announcement of the arrival of a baby girl, Muriel, at the home of Assistant Yardmaster J. F. Chamberlin. Two months later, February 4, 1925, he became the grandfather of a fine baby boy born to his daughter and son-in-law.

RECENT DEATHS AMONG SOUTHERN PACIFIC PENSIONED VETERANS

George R. Moore, stevedore, Sacramento Division, died February 1, 1925 at the age of 69 years 5 months. He was retired May 1, 1923 with 35 years 8 months service.

John Sorenson, general car foreman, Los Angeles Division, died February 4, 1925, at the age of 72 years 4 months. He was retired January 1, 1923 with 47 years 6 months service.

Bartholonew Barry, cashier, Steamer Dept., San Francisco, died February 11, 1925, at the age of 73 years 8 months. He was retired September 1, 1915 with 41 years 2 months service.

Michael Griffin, machinist helper, Western Division, died February 15, 1925, at the age of 70 years 11 months. He was retired June 1, 1923, with 28 years 11 months service.

Louis John Speck, conductor, Portland Division, died February 11, 1925, at the age of 62 years 9 months. He was retired January 1, 1925 with 34 years 3 months service.

Stephen E. Halsey, gateman, Southern Pacific Steamship Lines, New York, died February 15, 1925, at the age of 90 years 2 months. He was retired October 1, 1911 with 32 years service.

Alexander Lyall, machinist, Los Angeles Division, died February 24, 1925, at the age of 66 years 7 months. He was retired October 1, 1923 with 28 years 3 months service.

Michael Hemsworth, captain, F. & R. Steamers, San Francisco, died February 28, 1925, at the age of 69 years 2 months. He was retired November 1, 1913 with 35 years 3 months service.

A Few Steps Beyond the 'Line of Duty'

These outstanding instances of effort and interest taken by employes outside their regular duties in maintaining efficient, safe and prompt operation of Southern Pacific's transportation system, have been selected from record bulletins compiled by superintendents.

F. A. Rich, brakeman, Lathrop, upon being informed of engine failure on his train, immediately notified engine crew of freight train, asking them to place their engine on passenger train to avoid delay.

E. W. Lee, conductor, and C. L. Burbridge and N. C. Mathews, brakemen assisted in getting engine out of roundhouse and lining up switches in order that it might be moved promptly in replacing engine on passenger train that had failed.

Claude Wingrove, W. L. Nicholas, agent, Oakland, frustrated attempted hold-up of station.

engineer, Dawson, promptly notified car men of piece of wheel tread he found, enabling them to find damaged wheel on car in yard.

Wm. Glidden, signal maintainer, Shasta Division, voluntarily assisted train crew in chaining up car, resulting in minimum delay to train.

W. Orr, brakeman, Los Angeles Division, volunteered his services, while off duty, when it became necessary to leave flagman account of engine trouble.

E. T. Joy, brakeman, Shasta Division, put blocking under broken rail so cars could be placed on industrial spur for unloading, avoiding inconvenience to patrons.

C. A. Berry, brakeman, Los Angeles Division, assisted, while off duty, in unloading express and parcel post at stations.

B. W. Bartee, section foreman, Bryn Mawr, while off duty, went to scene of break-in-two and returned to operator with information to transmit to dispatcher.

C. B. Clements, telegrapher, Bassett, discovered brakes sticking on two cars in passing train.

W. Hall, engineer, Los Angeles Division, voluntarily took down two broken brake beams, reducing delay to train considerably.

J. L. Podesto, engineer, Modesto, assisted in minimizing delay to important train by making repairs to hot box.

Harry A. Pile and C. L. Wilson, signalmen and H. E. Hunteman, E. H. Pearce, C. F. Abersold and Frank Spino, assistant signalmen, Stockton Division, voluntarily made repairs to telegraph lines damaged by fire, having wires in condition four hours earlier by their promptness in making repairs.

R. Criswell, Agent, Falls City, carried several passengers in his automobile to point where connection could be made with connecting trains, when regular train was delayed account of derailment.

L. M. McKinney, clerk, Salem, voluntarily repaired automatic water valve in water tank.

H. A. McLaughlin, engineer, J. H. Wells, conductor and R. Gadke, fireman, learning of disabled electric train, voluntarily went to assistance, rendered it possible for train to proceed.

C. C. Renfro, conductor, while waiting at meeting point, grassed a car standing on siding and notified dispatcher.

J. H. Mytinger, conductor, J. J. McMahan and E. J. Durnil, brakemen, A. L. Pixley, Agent, W. H. Goolbold, signal maintainer, Tucson Division, discovered broken rails.

S. J. Drew, conductor, Niles; F. M. Reed, yardmen, Oakland; M. Murnagh, brakeman, Port Costa; O. B. Merrick, agent, Decoto; G. M. Lewis, brakeman, Sisson; O. R. Miller, brakeman, Signal; R. R. Tolson, conductor and O. D. Ball and L. B. Pinyan, brakemen, Rio Grande Division; F. Van Duzen, yardman, Los Angeles; J. M. Stephens, engineer, Los Angeles; J. A. Hibbs, operator; F. McCaffery, engineer and G. W. Pratt, conductor, Rio Grande Division; R. P. Roe, conductor, Decker; W. B. Oswell, brakeman, Pavio and B. A. Kiesow, yardmen, Tracy; are all commended for discovering and reporting broken rails.

E. H. Montgomery, fireman, Salt Lake Division rendered passenger train crew valuable service, while off duty, when steam hose broke, saving delay to train.

A. J. Cairnes, brakeman, Salt Lake Division, voluntarily acted as fireman, in absence of regular fireman.

R. R. Smith, fireman, Los Angeles Division, remained at his post until train was brought to terminal after a leak had developed allowing steam to escape to such an extent that at times he was concealed from view of the engineer.

W. A. Franks, conductor, and H. Bray, brakemen, Los Angeles Division assisted to rerail track of engine, while off duty.

A. R. Steele, engineer, Los Angeles Division, made temporary repairs to broken rail, enabling train to pass in safety.

J. H. Young, conductor, and F. L. Barrett, engineer, Los Angeles Division, assisted an agent in making repairs to a bad order water car.

Thos. Coshow, fireman, El Paso, voluntarily assisted train crew to apply brass on passenger coach, reducing delay to train.

Geo. Hammond, seal clerk, Rio Grande Division, released hand brakes on freight car when wheels were sliding.

R. M. Neill and H. H. Lahrlauss, brakemen, Belding, voluntarily assisted in dismantling crane to permit its passage under bridge.

J. A. Childs, conductor, Carlin, assisted crew, while off duty, in caring for hot boxes, and chaining up and turning car on wye at time train broke-in-two.

M. Fairfield, engineer, and D. Berry, fireman, Richmond, repaired broken steam pipe to dynamo on engine of their train, avoiding necessity of sending relief engine.

E. Coursinoux, brakeman, Oakland, voluntarily flagged for another train that train was "fishing off" dead section of track.

F. Romano, wire chief, Dunsmuir, voluntarily worked, while off duty, with wires which were "out" during storm, establishing communication.

A. J. Siriani, yard clerk, Dunsmuir, voluntarily called trainmen, while off duty, avoiding delay to train.

E. Giacomelli, section foreman, Kegg, removed tree from telegraph wire and made such repairs as were necessary to restore service until arrival of linemen.

W. Bissell, conductor and J. N. Smith and E. L. Smith, brakemen, Redding, discovered trespasser breaking seal on car and turned him over to city police.

C. A. Telford, engineer and J. C. Moores, Rio Grande Division, voluntarily assisted in helping heavy freight train to move, preventing serious delay.

A. L. Gross, signal maintainer, Turlock, voluntarily unloaded carload of horses, avoiding injury to animal that was down.

J. B. Weiser, brakeman, Stockton Division, called too late to meet his train at intermediate point, he started walking along highway and by securing rides from passing motorists he was able to reach terminal in time for service.

C. Laurie, conductor, Preble, assisted an engineer in making repairs to engine.

R. Lyle, engineer, Tucson Division, voluntarily assisted train crew, while deadheading.

R. E. Chambers, engineer, Tucson Division, voluntarily assisted train crew, while deadheading, in getting train together after breakaway.

J. W. Thompson, yardman and A. McIntyre, car foreman, Tucson Division, assisted, while off duty, in re-railing an engine which resulted in clearing main line promptly and reducing delay to service.

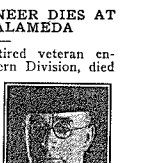
Fred Anderson, deckhand, Steamer Division, jumped from deck of ferryboat after throwing life-buoy to woman who had fallen into water, making rescue before lifeboat could be lowered.

E. M. Pritchard, engineer, Los Angeles, while engineer on light engine and following on extra, found latter train broken in two; immediately proffered his aid, showing train clear of main line with no delay to following trains and little delay to extra.

R. Flynn, towerman, Clement Junction, Los Angeles Division, assisted train crew in making repairs to brake rigging, reducing delay to minimum.

VETERAN ENGINEER DIES AT HOME IN ALAMEDA

Dan J. Quill, retired veteran engineer on the Western Division, died March 16, at his home in Alameda.



Dan J. Quill

Mr. Quill, entered service in 1875 as a machinist helper, at West Oakland Roundhouse, later becoming a locomotive fireman on the South Pacific Coast Railway. After being promoted to engineer he was on the run to Santa Cruz for many years. He was one of the first engineers to operate an electric train on the Western division. He was pensioned June 1, 1921, after 46 years 2 months service. Mr. Quill is survived by his wife and daughter, Mrs. C. B. Seger.

S. S. LINE 'OLD GUARD' CLUB HOLDS ANNUAL DINNER

The sixth annual dinner of the "Old Guard" Club of the "Morgan Line" was held in the Southeast Ballroom of the Hotel Pennsylvania, New York City, February 7.

Preceding the dinner, the usual business meeting was held, President Medard Kerr in the chair. After the reading of the minutes by Secretary John J. Mackin the election of officers took place. The following were elected for the year: President, E. H. Patton, assistant manager; 1st Vice-President, A. J. Poston, general agent, Passenger Dept.; 2nd Vice-President, M. W. Thompson, chief clerk, Pier Offices; Sec'y.-Treasurer, John J. Mackin, ass't. superintendent, Pier.

A committee consisting of E. H. Patton, J. Wengland, and A. J. Poston arranged an excellent entertainment program.

Frank McGuire was just the right man to lead the Club in singing popular songs of the day as well as some of the "old timers."

The toastmaster re-introduced our old friend Commodore Jungen, congratulating him on the splendid services rendered the Company and his well-deserved rest by retirement. This was responded to by Commodore Jungen in a short speech following which all present drank to his health.

Wm. Simmons interspersed his remarks on railroad subjects with jokes and humorous anecdotes.

Mr. Cooper spoke on co-operation to promote proper efficiency in all departments. Mr. Plaisted talked on the long and short haul problem and its relation to the Southern Pacific Steamship Lines and rail service in competition with the Panama Canal route. C. C. Franklin, attorney, also spoke on this subject. Mr. Poston talked on passenger revenue during 1924 vs. 1923 and the apparent falling away in 1924 and the reason therefor, stating that January, 1925, had overtopped January, 1924, and that every effort would be made to make each month of 1925 tell the same tale.

"SAFETY" IS FIRST LAW OF NATURE, SAYS SIGNALMAN

By J. A. GOETZ,
Signalman, East Bay Electric

Self preservation always has been and always will be the first law of human nature. Safety is, in a large sense, of an instinctive nature. No person takes unnecessary chances with his life, under normal circumstances.

J. A. Goetz

In the olden days, especially so among the pioneers of America, a man had to face the danger of savages and wild beasts in order to eke out any sort of existence. His home was a veritable fortress against invasion because he recognized the importance of personal safety. The safety movement is not, as many suppose, some new idea conceived by a corporation to protect themselves and their employes from accidents, but has existed from the beginning of time.

The Scriptures teach us that we are our brothers' keepers and one of the great kings of biblical history asked the same questions we are discussing today, "Is the young man safe?" This, then, is the keynote to bear in mind in order to make every month a non-accident month. "We are our brother's keeper." There is too much of the, "I should worry" feeling in the land today.

Make it your personal business to see that your fellow worker performs his duty in a safe way, and if you do this, you have added one more rung to the ladder of efficiency. Do it today! Tomorrow you may be sending flowers. To pass an opportunity to speak a word on safety to the careless man is an opportunity lost. You are more guilty than he. He may not know better. "You are the man."

Safety should begin in the home. The old motto we see hung in many homes "God bless our home" often means only something in a wooden frame. Let us replace it with "Safety First" This sign covers all the ground. If we are safe all the time, morally and physically, our home will be blessed.

Be cheerful in your daily work. Appreciate your present position, no matter how lowly. If you have troubles at home lock them in the house when you leave for your daily work. Don't be a grouch. The perfectly safe man is an optimist and he watches his work, not the clock.

If we practice "safety first" on the home, on the street, in the shop, we are bound to convert others who are not so safe. Keep your lanterns clean and bright so your signal can be seen. Bear in mind that a signal at "caution" is a warning. Take heed of this warning before it is too late. Be sure you have plenty of oil because it is a long run; this terminal is the end of life.

Patrons Commend S. P. Employes

Southern Pacific patrons have written these expressions of appreciation for courtesies shown them by employes everywhere on the System and for the general efficient service rendered by the Company and its men and women.

Captain R. T. Sommers, Steward Theo. Shafer and the crew of the Steamer Navajo were commended by Walter F. Price, executive secretary of the California Electragists for their services on a recent excursion to Sacramento.

Grover A. Magnin, vice president, I. Magnin & Co., San Francisco, expresses appreciation of courtesy and helpfulness shown him by E. C. Kennecott, assistant station agent, Los Angeles, for accepting his personal check after identifying himself, on purchasing tickets.

"It is seldom these days that one finds anyone who will go to the extremes that L. A. Griffin, chief clerk, office of District Passenger Agt., Los Angeles, does to render efficient service," said Garrett Wisne, of Los Angeles.

Steward P. C. Clausen was commended for his good services by Rutledge Smith, general agent, Tennessee Central Railway Company.

"I wish to thank C. L. Jackson, passenger brakeman, for his honesty and service in returning a French beaded handbag containing jewelry and trinkets," said H. Webb, Palisade, Nevada.

Stewards W. C. Deacon and W. A. Meyers were commended by William L. Fraser, Wallace, Idaho, for their courtesy and services to him, on a trip from Los Angeles to Portland.

"The way he handled his patrons and the friendly consideration shown for their comfort and good meals, are more in the words of G. J. Blech, of San Francisco, in regards to Steward J. F. Stewart, on train No. 20.

Chas. E. Parker, Los Angeles, commends L. S. Williams, waiter, for the prompt and courteous way he served his family.

For courteous and helpful services rendered C. C. Harden, chief train dispatcher, Marshfield, Ore.; M. Montgomery, agent-telegrapher, Medford,; B. A. Cober, agent-telegrapher, Mill City, Ore.; A. J. Gillette, agent-telegrapher, Eugene; E. F. Chormicle, agent-telegrapher, Corvallis, Ore.; P. M. Krutzler, roadmaster, Marshfield, Ore.; were commended by C. W. Cibbs, Hauser, Oregon.

"It is such men as Mr. Sutherland, city passenger agent, Portland, and such service as is rendered that make the general public feel more kindly towards the railroads," writes Walter H. Hanson, Wallace, Idaho.

J. L. Littell, secretary to H. P. Monahan, district passenger agent at Los Angeles, was commended by Wm. H. Stephens of Bronxville, N. Y., for the courtesy shown him on his trip to the coast.

"As a man who is traveling the greater part of the year, I can honestly say it is a pleasure to have such a courteous, pleasant waiter as George Watson serve you, wrote George R. Fargo of San Francisco.

After twenty-two trips from coast to coast Mr. and Mrs. Dunham, of Hot Springs, Ark., say: "On our last trip we found a steward, W. A. Pulliam, whose services warrant more than momentary comment and whose efficiency we feel deserves hearty commendation."

J. R. Spurgeon, agent at Kirk, Ore., has received a letter from W. A. Agard of Berkeley, expressing appreciation for courtesies extended by Mr. Spurgeon and Conductor Franco. Mr. Agard recently spent some time in the vicinity of Kirk, where he is interested in the quarrying of pumice rock, and Mr. Spurgeon and Mr. Franco went out of their way to be of service to him.

"The abundance of the portions resembled a farmer's table in harvest time," is what L. A. Redman of Redman & Alexander, law offices, San Francisco, had to say about the Southern Pacific dining cars.

William Graef, steward, was commended for good service with courteous and business like attention, by C. E. Miller, of Los Angeles.

E. O. Drake and family, Shanghai, China, after an extended tour through America, agreed that Southern Pacific service, particularly in the dining cars, was the best they had ever experienced.

"I should like to commend Lloyd E Morrow, passenger director 16th Street Station Oakland, for the courteous and efficient way in which he helped me locate the body of a deceased friend," said Sidney Ballou, of San Francisco.

"Shall always be glad to recommend the Southern Pacific on land or sea and your Captain, B. F. Jacobs, Southern Pacific SS Lines could not be more courteous," wrote L. B. Baldwin, Pittsfield, Mass.

F. Schwab, inspector, Oakland, was thanked for his kindness to A. Zaras, Berkeley, Cal. Mr. Zaras, being a stranger, missed his last train to Berkeley and Mr. Schwab drove him home in his auto.

"I have traveled on all manner of luxurious trains the world over, and never found one that could compare with the Sunset Limited." is the statement made by Otheman Stevens, of the Los Angeles Examiner.

E. H. Olson, Secretary to D. F. & P. A. San Francisco, was commended by Fred C. Bold, San Francisco, for the many courtesies extended during the year.

Leonard M. Mandell, Brooklyn, N. Y., writes: "Steward W. A. Rutledge's services are on a par with the services rendered at any of the finest hotels and the food extremely wholesome and very appetizingly prepared."

Conductor C. A. Meredith, and Brakemen C. E. Adair and C. T. Cundy, were commended by R. A. Pierson, Los Angeles, for the courtesy and care extended to his wife, who had been several weeks in the hospital and was returning home.

A. L. MacKenzie, passenger agent, San Francisco, was thanked for the service rendered to the San Francisco Furniture Exchange Association on their Eighteenth Semi-Annual Furniture Market. "Visiting dealers were thoroughly pleased with his efforts," says Thos. T. Greaves.

"I consider the interest A. G. Hammarstrom, passenger agent, Los Angeles took in planning itinerary for my trip East a personal tribute, which I value highly. The trip was enjoyed from beginning to end," writes Harry C. Arthur, Jr., general manager, West Coast Theatres of California.

J. T. Owens, in charge of the Club car on the Golden State Limited, was commended by J. S. Horne, Los Angeles, for his service and courtesy to all passengers.

E. C. Sharpe, San Francisco, thanks C. E. Paine, ticket clerk, 65 Geary Street, San Francisco, for the courteous treatment given him.

"A marvel of courtesy is Steward R. L. Russell, and the dining car crew of the Sunset Limited," said Dr. Langley Porter of San Francisco.

The tact, courtesy and service of T. J. Jones, waiter on Train 20, was highly praised by K. M. Scoville, Oakland, Calif.

After Reading Your Bulletin, Pass It Along

Officers and employes who attended the fuel committee meeting at Bakersfield February 26 when the trophy cup was awarded that division for making the greatest improvement in fuel oil conservation during last quarter of 1924. Sitting, left to right—F. A. Bordwell, div. engineer; D. S. Weir, ass't superintendent; W. L. Hack, superintendent; J. N. Clark, chief fuel supervisor; A. T. Peterson, fireman; C. A. Jensen, conductor; R. G. Prosole, trainmaster; S. H. Bray, road foreman of engines; B. J. DeJarnett, fireman; J. F. Brown, storekeeper; A. McLauchlan, water service supervisor; E. G. Roche, secretary; C. G. Tandy, trainmaster; A. A. Stramler, engineer; J. Shelsberger, master mechanic; L. A. Hamblin, fuel supervisor. Standing—A. J. Sturdevant, ass't engineer of tests; E. F. Wasem, chief dispatcher; H. C. Thompson, trainmaster; "Mojave," porter; I. D. Iler and W. S. Winter, engineers; C. D. Simmonds, brakeman; Geo. Merrill, gen. yardmaster; A. H. Ross and A. S. Bedford, engineers; H. P. Lawrence, fireman; M. A. Shean, engineer; W. C. Herman, B&B supervisor; W. R. Rowland and D. A. Woodruff, engineers. Back row—E. P. Gibson, dispatcher; F. Roehr, master car repairer; F. L. Gilbreath, engineer; F. E. McPherson and C. O. Day, firemen; W. D. Pattison, signal supervisor; A. A. Koenig, fireman; M. P. Spear and W. F. Thorne, engineers.

Sacramento Division

By F. L. BRIGGS
Sup't Office Correspondent

The outstanding social event of the past month was the B. of R. C. ball at Dreamland on February 27. Music was furnished by Art Nelson's orchestra. Features of the evening's entertainment were spot dances, during which valuable gifts were distributed, and the snow carnival dance, balloons and confetti being released from the decorations suspended from the ceiling and showered on the dancers. Many Southern Pacific officers were in attendance. The affair was a distinct success, both socially and financially. The following general committee served: Messrs. Brown, Warner, Torres, Batchelder, Fleis, Lafferty, Belt, Welsh and Milenz.

On February 28 Walter Van Guelder, price accountant in the Superintendent's Office, was retired from active service after serving the Southern Pacific for a period of 38 years and 9 months. At the conclusion of that day's work, Mr. Van Guelder was called to the front of the office, where Superintendent Ahern eulogized his faithful service with the Company and presented him with a fireside chair, given by his fellow employes as a token of the high esteem in which he is held. March 3 a party was given by the Accounting Bureau, at the home of Alice Beavers, in honor of Mr. Van Guelder. Division Accountant E. W. Lightcap gave a speech, in which he reminded Mr. Van Guelder that, although he has been retired from active service, he has not been retired from the memories of the associates and many friends he has made in his many years of service with this Company.

The Superintendent's Office Bowling League is going stronger than ever and is now entering the second round of the tournament. As the teams are named after trains departing from this terminal, those names should be household words in the homes of every bowler and bowling fan in Sacramento, by the end of the season. The Shastas and El Doradoes are now tied for first place. A series of team handicaps have been worked out, which will serve to tighten up the race and make competition keener.

C. G. Cooley, claim clerk in the Sacramento Freight House, entered the S. P. General Hospital on March 10. His many friends are hoping for a speedy recovery.

When the bowling league was first started, it was rumored that "Jack" was getting his cigars very cheap, but "Tom" has now switched to very cheap cigars which caused all future engagements to be cancelled.

VETERAN ASHLAND FOREMAN DIES SUDDENLY

Daniel B. Lyons, rip track foreman at Ashland, Ore., died at his home in that city March 4. His death resulted from heart trouble and was a severe shock to his many friends, for he had left the shops in his usual happy mood the evening before.

Mr. Lyons, or "Dan" as he was affectionately known, had many years of railroad experience, first with the Oregon Short Line and then with Central Pacific at Sparks. In 1906 he transferred to Red Bluff. Then he was out of the service for a time, returning as rip track foreman at Red Bluff in 1909. He transferred to Ashland in 1911 as lead car inspector and was promoted to his last position in 1922.

D. B. Lyons

Funeral services were held under auspices of the Odd Fellows lodge at Ashland March 8.

RESCUE IN HIGH SIERRAS

Chief Special Agent Dan O'Connell's office figured prominently in the rescue of a party of snow hikers who were lost recently for several hours when they attempted to ski from Summit to Truckee. A severe blizzard overtook the party and fifteen of them became lost. Four reached Donner Lake and spread the alarm. Special Officer Barry at Truckee was soon on the job and through his efforts the lost party was found and brought to Hotel Truckee where "Bill" Maynard administered to their wants.

The Sacramento Association of Railroad Freight Agents, comprising all the local Freight Agents of both steam and electric roads, held their first meeting on March 11. This body was formed with the idea of standardizing the work of handling local shipping and the solution of interchange problems and should prove to be of mutual benefit to all concerned, including the shippers and other local mercantile interests.

Western Division

By T. N. ROWLINS
Oakland Pier Correspondent

J. W. Bew, formerly 2nd trainman timekeeper, has deserted the old homestead for the same berth on the Rio Grande Division. We all join in wishing him success.

W. J. Kane, has taken the position made vacant by transfer of Mr. Bew. E. C. Keitel is now 2nd station timekeeper and H. Naileen is 3rd station timekeeper.

Organization of a baseball team and horseshoe pitching team is being promoted by the Western Division Athletic Association. Among those who have been showing skill in the art of "barnyard golfing" are: C. P. Harris, R. Lawson, H. E. Tuttle and H. R. Gomez. This team has entered the Oakland Industrial League tournament. There will be more to say about the baseball team later. A rowing team has also been organized. The crew is progressing rapidly in practice and is hopeful of bringing home the bacon in the regatta this season.

P. N. Rowlins recently joined several members of the "25 Mile Hikers Club" in a proposed Sunday hike. A delightful ride was taken to Mill Valley. But in the meantime the weather had become so threatening it was decided not to attempt the hike. And now there are those who insinuate that some of the members of the club gave thanks for such weather conditions.

CHANGES IN SAFETY COMMITTEEMEN

Following changes have been made in safety committeemen account expiration of term, transfer and leaving the service:

Stockton Division, O. S. York, assistant trainmaster, vice C. H. Beddington; Western Division, L. H. Roberts, signalman, vice F. W. Martin; Portland Division, A. H. Strong, brakeman, vice E. N. O'Dell; Shasta Division, P. H. Murphy, yardman, vice L. J. Schooling; Stockton Division, O. A. England, lineman, vice P. A. Dillard, and A. H. Norse, brakeman, vice R. Askren; Los Angeles Division, M. J. Lee, r. h. foreman, vice Rufus Lloyd.

East Bay Elec. Div.: T. Kelly, engineer, vice G. Wamsley; H. Dennock, conductor, vice F. P. Williams; F. Clark, motorman, vice L. B. Nicholson; L. Peters, sec. foreman, vice E. D. Lister; C. E. Simple, lead workman, vice F. W. Rich; R. V. Madsen, lead workman, vice W. T. Hutton; Jay Bousiog, line foreman, vice C. Lambie.

Shasta Div.: C. J. Poley, conductor, vice F. T. McNeil; L. T. Todd, fireman, vice N. A. Clark; C. H. Maurer, machinist, vice R. G. Renoud.

Portland Division

By N. J. NORMILE
Sup't Office Correspondent

A. T. Moriau, pensioner, now living near Dunkirk, N. Y., recently visited his son, Conductor E. T. Morian, at Portland. Mr. Morian is remembered by a host of friends as passenger brakeman on our Electric Lines and they point with pride to his record of 36 years of active service during which time no demerits were charged against him. He has purchased a farm near Dunkirk and is taking the role of a retired farmer.

H. P. Colwell, chief electrical engineer, Victoria State Government Railways of Australia, was a recent visitor to this Division. Mr. Colwell is here in the interest of his railroad and is making an intensive study of railroad operations as conducted by the Southern Pacific Company with reference particularly to the operation of electrical machines and appliances. He paid a visit to the Beaverton Shops and after an inspection of various machines and electric motor car equipment expressed himself as well pleased with conditions in general.

J. (Jim) Shakespeare, well known Division Examiner, is the proud owner of a new Studebaker Six Sedan, has added to his long list of acquaintances many members of our State Traffic force, with whom he is very popular.

Conductor Charles W. Cline, Portland Division, died March 5. He had been in the service of the Company for more than 40 years, having entered service at Portland in August, 1883, as a brakeman. He was promoted to Conductor in April, 1899, in which service he was engaged until a short time before his death. Mr. Cline was well known and had a host of friends who hear of his death with deep regret.

ORGANIZE BASEBALL TEAM

Portland Division Baseball Team held a meeting at the Union Station March 6 for general reorganization and to make plans for what is predicted will be a very successful season.

H. R. Demmon and Sid. Nickles were re-elected as president-manager and secretary-treasurer, respectively.

The team this year is entered in League "C" of the Portland Industrial Association, which is considered to be one of the fastest in Portland and near vicinity. This is a step higher in rating than previous years and the boys are going after them with blood in their eyes and a determination to bring home the pennant. A number of fast newcomers are out for practice and with such old stand-bys as Demmon Painter, Nickles, "Sheik" Brown, Heyser, Hill, Danley, True, Rigdon, Killeen, Milan, Robbins and Miller back again, a hard hitting and experienced aggregation will take the field. Manager Demmon would like to hear from any of the southern managers.

"LEAPING" YARDMASTER OF FRESNO ISSUES DEFI

George W. Todhunter, general yardmaster at Fresno, claims to be the champion heavyweight standing broad jumper of the Pacific System.

Although more than 200 pounds in weight Todhunter claims a record of 9 feet 1 inch for a standing broad jump. He has already proved his leaping superiority over local jumpers and issues a challenge to any heavyweight jumper in the service. He says that he bars nobody that weighs 200 pounds or more.

Geo. W. Todhunter

As an athlete in school Todhunter won many laurels for his jumping proclivities and he doesn't seem to have lost the kangaroo art.

EMPLOYEES OFFER 811 SUGGESTIONS IN ACCIDENT PREVENTION WORK

Eight hundred and eleven suggestions for preventing accidents were discussed by officers and employes at 19 safety committee meetings held during February. The meetings were attended by 764 committeemen and visitors. Reports were received to the effect that 6,393 employes had been talked to personally on safety matters by the committeemen. Papers were read by the following:

Sacramento General Shops and Stores, R. P. Peek, supervisor of apprentices; Salt Lake Div. Terminal and Shop, F. Doan, car foreman; Stockton Division, G. J. Nelligan, conductor; Coast Division, J. V. Martini, fireman; Tucson Division, A. F. Burke, master mechanic; Los Angeles Shops and Stores, J. Collins, tinner; Sacramento Division, T. Ahern, superintendent; Los Angeles Division, C. L. Herbst, local freight agent; East Bay Elec. Div., F. P. Williams, conductor; Coast Division Terminal and Shop, R. B. Davis, engineer; El Paso General Shops and Stores, W. I. Brucklacher, electrician; Salt Lake Division, J. E. Stone, master mechanic; Shasta Division, L. F. Carter, foreman; Rio Grande Division, M. W. Owens, roundhouse foreman; New Mexico Division, W. W. Rogers, conductor; Western Division, R. Hudson, fireman; Steamer Division, A. F. Anderson, captain;

Tucson Division

By LEROY MAGERS
Tucson Correspondent

When word was received that Jay Clarke, head clerk to the Division Engineer, was ill, his many friends purchased some nice looking citrus fruit, and other delicacies of a similar nature, that might be soothing to the palate of the invalid. These several articles were entrusted to the care of a willing messenger who stepped jauntily forth upon his errand of mercy.

A little later the willing messenger reported back, not so willing nor so jaunty, all out of breath and mad as a hornet.

"Say what guy put them oranges and pickles in that basket?" he says, "Don't you know Jay's got the mumps?"

Yes sir! Big as he is, Jay has the mumps. He also has our sympathy and all hope he will be out and around pretty soon.

The Superintendent's office was startled to behold a militant figure in the person of one Paul Nugent, stride to the Bulletin Board and place thereon a large sheet of paper. Upon his departure the more venturesome members of the office carefully approached said Bulletin Board and found the sheet of paper was a challenge issued by the Maintenance of Way force to the Transportation Office force to fight a bitter duel to the death, weapons to be bats, balls and gloves. All details have not been arranged but we hope to give an account of the game later.

Last year's baseball captain, Engineemens' Timekeeper R. E. Smith, is getting ready for spring training. There are a number of new men to work with this year and with some of the veterans to help out a good team is expected. Among those who are expected to try for the team are:

R. E. Smith, engineemens' timekeeper; L. Magers, trainmens' timekeeper; L. W. Holland, L. C. C. clerk; J. M. Franklin, insurance clerk; H. J. Gerwig, file clerk; R. L. Hansen, rodman; J. R. Covich, rodman; C. L. Holmes, 145 clerk; M. McBride, asst. engineer, W. P. Herbert, draftsman; F. M. Moore, rodman; J. Z. Howe, track material clerk.

ST. PATRICK'S DANCE PARTY

Several members of the Los Angeles District Freight Office were guests of Mr. and Mrs. R. S. Fisher, district freight agent Long Beach, at a St. Patrick's dance given by the Elks Club. Those present included, Mr. and Mrs. J. E. Light, Mr. and Mrs. W. D. Palmgren, Mr. and Mrs. L. W. Rouse, Mr. and Mrs. R. A. Greenwade, C. R. Parker and Tom Fielding.

Portland Division, R. A. Martin, agent; San Joaquin Division, J. G. Aye, roundhouse foreman.

East Bay Electric Division safety committee and the banner awarded that Division for making a better record in safety work during 1924 than any steam division. Front row, left to right—Line Foreman J. Bouslog, Conductor S. B. Nicholson, B&B Foreman W. H. Marion, Conductor F. P. Williams, Assistant Superintendent W. H. Norton, Engineer T. Kelly, Section Foreman R. C. Walton, Trainmaster C. A. Veale, Supervisor of Safety J. B. Monahan, Assistant Trainmaster F.E. Sullivan, Signal Supervisor C. R. English and Roadmaster H. B. Moore. Back row—Line Supervisor J. B. Nichols, Electrician F. W. Rich, Signal Foreman J. A. Goetz, Secretary A. G. Schulz, Master Mechanic L. A. Mitchell, Superintendent J. C. McPherson, Division Engineer W. H. Phelps, Inspector F. Schwab, Electrician W. T. Hutton, Division Storekeeper F. D. Franke and Extra Gang Foreman E. D. Lister.

PUBLISHER PAYS TRIBUTE TO S. P. SERVICE

A fine tribute was paid Southern Pacific service by Cornelius Vanderbilt, Jr., in an editorial he wrote while aboard the Sunset Limited, and which appeared in the San Francisco Herald and Los Angeles Illustrated News of February 26. Mr. Vanderbilt wrote:

"Yes, it is really the Sunset limited again, and one feels as though one were traveling aboard the Twentieth Century, the Wolverine and the Transcanada express all in one. From month to month, the Sunset seems to better its service and its efficiency of operation. Today, besides being one of the fastest long distance trains in the world, it is one of the safest. One need have not the slightest fear when aboard this monarch of the rails.

"The food on this trip has been splendidly prepared, deliciously cooked and as temptingly served as could be imagined. The best seems none too good to the Southern Pacific chef, who does all in his power to please, and, as he is aided by an experienced steward and a staff of conscientious waiters, every meal we have had has been thoroughly enjoyed.

"The chief function of a railroad seems to be doing as it advertises it is capable of doing. The Sunset is equipped with every convenience advertised and many not mentioned. There is a barber shop, a hairdressing parlor, a manicurist, a maid, a valet and even a shower bath. It is a pleasure to travel across the nation in an up to date flyer that is and does just what it promises its public. And, most important of all, the Sunset is usually on time. It makes no promise that it cannot keep."

In calling attention of the Dining Car Department employes to Mr. Vanderbilt's expressions of commendation Allan Pollok, manager of the Company's dining cars, hotels and restaurants, wrote:

"This is a matter for congratulation to all employes of our department. By a continuance of courteous, efficient, good dining room service and fine cooking, each of us can show appreciation of this commendation."

REDUCTION IN CASUALTIES TO EMPLOYES NOTED

During January, reductions in casualties to employes reported to the Interstate Commerce Commission of 35.1 per cent in train and train service per 1,000,000 locomotive miles, and 20.5 per cent in non-train service per 1,000,000 man-hours were made on the Pacific System compared with the same month last year.

"This is a very good start for the new year," says R. J. Clancy, assistant to general manager, "and should be an incentive to all officers and employes to redouble their efforts along safety lines in an endeavor to maintain, if not better, this record throughout the year."

"Those who are freest with complaints usually have little else to offer." —Ex.

Trophy For Business Getting Is Awarded

STOCKTON Division employe business getters celebrated winning the new silver and bronze trophy shield for the last quarter of the year at a meeting held in the Merced freight house March 18. Superintendent G. E. Gaylord acted as chairman of the meeting which was attended by forty-five employes from various points on the division. E. W. Clapp, assistant freight traffic manager, presented the trophy in behalf of the Traffic Departments.

Employes on the Stockton division have consistently maintained high scores in the campaign for bringing greater business to the Company through traffic tips and personal solicitation. The second trophy offered in the campaign was won by this division for the last quarter of 1923. Then Los Angeles division employes came to the front and won the second trophy permanently after leading the Stockton and Sacramento divisions in a spirited competition during three periods of last year. Now the Stockton division's name is again the first to grace the third trophy, and employes on the division are working hard to lead the "score board" for two more quarters so the trophy will be permanently theirs. They already have a good lead for the first two months of the present quarter.

"The co-ordination of employes on Stockton division and their enthusiastic interest in the business getting campaign has been an inspiration to the traffic officers and is very gratifying," said Mr. Clapp. "You are selling the services of the best transportation system in the world. Don't be backward about boosting Southern Pacific. Your friends and relatives often have need for passenger or freight services. Talk Southern Pacific to them. Make them realize that your Company can serve them satisfactorily in every way. Through this personal and intimate contact you will many times be able to direct business to Southern Pacific that could not be influenced by the regular traffic solicitors." He called attention to the fine opportunity rate clerks have for getting tips on business. A word by them to persons asking for rates on shipping household goods, for instance, may be the selling point for several passenger tickets."

"In presenting this trophy to Stockton division," said Superintendent Gaylord, "the Traffic Departments are recognizing the efforts of practically every employe on the division. Track laborers, shopmen, trainmen, enginemen, station employes, clerical employes and division officers, have all contributed a part in the final result that won this trophy. Team work on this division is excellent. In your enthusiasm to get new customers, do not forget the old ones; the patrons who have made it a habit to use Southern Pacific service. Remember that every new customer is some one's old customer. Why is this patron seeking new service? Keep your old patrons satisfied with efficient, attentive and courteous service and they won't be listed among your competitor's new customers."

C. L. McFaul, assistant passenger traffic manager, referred to Stockton division employes as "pinch hitters." "Champions are made because they can hit a little harder or run a little faster than the next fellow. You have earned the title of champion business-getters and judging from the enthusiasm I have seen evidenced here today, I will not be surprised if Stockton Division will soon be awarded the trophy permanently."

H. E. Ish, district freight and passenger agent at Fresno, commended Stockton division for the fine showing made in the campaign, but gave warning that San Joaquin division employes were taking a keen interest in business getting, as shown in the steady climb being made on the "score board," and that Stockton Division men and women will have to hustle to hold their lead.

I. T. Sparks, district freight and passenger agent at Merced, discussed various ways that employes, whose regular duties are not connected with traffic solicitation, may be of assistance in giving tips on prospective business. G. R. Shelton, traveling agent of the traffic department, who has recently returned from a trip over the Sunset Route, gave an interesting talk on the Apache Trail.

San Joaquin division employes made the best score during February in tips on passenger business with a total of 8300 points. Sacramento was second with 6160 points. Stockton division lead in points for freight business, with San Joaquin division second and Sacramento third.

D. W. Spaettcher, warehouse foreman at Modesto, was the champion business getter, scoring 22,050 points on miscellaneous freight business. R. N. Hicks, clerk at Sacramento, with a score of 1880 lead the passenger business getters. G. C. Schab, clerk at Orland, also had a good score for passenger business.

W. J. Hermann, clerk in the Motive Power Dep't, General Office, is typical of many enthusiastic business getters. Mr. Hermann met an elderly gentleman in the hall one day. He asked Hermann where he could find out about a ticket. Hermann didn't take a chance on the man having difficulty in following directions, and perhaps leaving the building to purchase his ticket from an S. P. competitor, but he took the man direct to the passenger office. Five tickets via the Sunset Route were sold. Hermann was credited for this business and now he is one of the most active workers in the General Office.

Following is a list of recent business getters as reported to Mr. Luce and Mr. Parsons:

Abbreviations in following list are: Int., interline; Lo, local; RT, round trip; LCL, less than carload; CL, carload; SRO, standing routing order.

SUCCESSFUL PASSENGER TIPS

Portland Division

Alnutt, W. H., Clk.....2Int.
Anderson, A. E., Frt. Agt.....2Lo.
Baker, C. B., G.Y.M....8RTInt.; 2RTLo.; 4Int.
Bergin, M. E., Clk.....1Int.; 1Lo.
Billing, E. H., Condr.....2RTLo.
Bimrose, A. L., Disp. Ofc.....16RTLo.
Brockwell, L. A., D.F.A.....1RTInt.
Carlson, John, Clk.....7Int.; 1Lo.
Crocker, Joe, Condr.....2Int.
Craig, H., Ad. Agt.....1Int.; 1Lo.
DeClark, F. L., Watchmn.....2RTInt.
Ellensburg, G. H., Wlse. Formn.....2RTInt.
Frederickson, Oscar, Cshr.....1Int.; 1RTInt.
Gay, S. A., Clk.....3Int.
Godfrey, G., Opr.....4RTInt.; 1Int.
Gross, L., Bggmn.....1Int.
Hagg, F. O., C.C.....1Int.
Harrison, G. B., Blksmth.....1Lo.
Hudson, J. L., Opr.....1Lo.
Kingsley, J. E., Clk. Whsmn.....1Int.
Klemmi, R. Clk.-Bggmn.....1Lo.
Lembcke, J. E., Frt. Agt.....1RTLo.
Murray, N. V., Bgg. Clk.....2RTInt.
Nelson, O. H., Clk. Whsemn...2RTInt.; 2Int.
Olsen, H. D., Frt. Dept.....2RTLo.; 2RTInt.
Redding, W. E., Car Clk.....1Int.
Robertson, E. A., Rec. Clk.....2RTInt.
Smith, E. L., Opr.....1RTLo.; 1Lo.
Snider, H. E., Car Clk.....2RTInt.
Spooner, J. F., Opr.....1RTInt.
Van Buren, G. H., Telg.....1Lo.
Willis, H. P., Telg. Clk.....3RTInt.

General Office

Adel, I., Clk. Aud. Dept.....1Int.
Becker, F. L., Stores Dept.....2Int.
Bridges, L. A., Pssgr. Dept...3Int.; 2RTLo.
Brookshier, L. F., Frt. Clms. Dept.....1RTInt.
Burks, E., Frt. Clms. Dept.....2Int.
Crawley, Miss N. G., Secy News Bur...4Int.; 4RTInt.
Erdin, Miss C. B., Pssgr. Dept.....6Int.; 4RTInt.; 1RTLo.
Fritz, R. R., Pssgr. Dept.....4Int.; 9RTInt.
Frohliger, J. C., Motive Power Dept...1RTLo.
Greenblat, S. J., Bgg. Dept.....1Int.
Goldsmith, E. M., Asst. Engr.....2RTInt.
Hermann, W. J., Mot. Power Dept...5Int.; 4RTLo.
Hasty, C. W., Pensioner.....1Int.
Kanatzar, J. F., Secy. APTM.....2Lo.
Keith, J., Secy. to GPA.....2Int.
Klein, H. W., AGFA.....1RTInt.
Loubert, C. E., Pssgr. Dept.....25Lo.
Mayne, Miss F., Steno. Lease Agt.....1Int.
Maddox, W., Pssgr. Dept.....2RTInt.
McCaffery, F. L., Auditor.....1RTInt.
Mote, J., Equip. Serv. Accts.....3Int.
Malloy, C. C., Spl. Acct.....1RTInt.; 1RTLo.
Mulka, F., Exec. Dept.....1RTLo.
Newhouse, J., Pssgr. Dept.....2Int.
Peacock, A. J., Pass. Dept...1Int.; 10RTLo.
Parquette, F., News Bur.....2Int.; 1RTInt.
Peck, M. A., Pssgr. Dept.....7Int.; 3RTLo.; 1RTInt.; 2Lo.
Peterson, C. E., Pssgr. Dept.....2RTLo.; 2Lo.
Quinn, W. J., Pssgr. Dept.....1RTInt.
Scheik, F. M., Pssgr. Dept.....2Int.
Shafer, L. R., Bagg. Dept.....1RTInt.
Shannon, Miss L., Acct. Dept.....5Lo.
Shaw, Mrs. A. C., E.M.B.A.....2RTInt.
Winkler, Paul, Bgg. Dept.....1RTInt.

Coast Division

Beckett, F. M., Frt. Clk.....2Int.
Brown, C. E., Psgr. Brkmn.....3RTInt.
Cairns, H., Brkmn.....2RTInt.
Carpenter, H. C., Telgr.....2Int.
Carpita, An., Bggmn.....2RTInt.
Coleman, L., Clk.....3RTInt.
Condon, J. C., Telgr.....3Int.; 1Lo.
DeLaunay, J. F., Car Frmn.....2Int.
Finley, A. H., Frt. Clk.....1Int.
Fisk, A. M., Firemn.....1RTInt.
Fountain, R., Brkmn.....2RTLo.
Krathaup, G. A., Telgr.....1Int.
Lange, H. C., Div. Eng's Off.....1Int.
Lowther, J., Towermn.....2RTInt.
Miller, J., Bggmn.....1Int.
Millett, C. A., Porter.....2Int.
Montague, J. R., Agt.....1RTInt.
Page, F., Condr.....1RTInt.
Pickel, Paul, Warehsmn.....2RTInt.
Polk, H. G., Bggmn.....1Int.
Rice, G. F., Warehsmn.....2RTInt.
Riley, C. T., Check Clk.....3RTInt.
Roger, E., Pas. Brkmn.....3RTInt.
Schubert, G. F., Clk.....2Int.
Sorensen, S. P., Frt. Clk.....2Lo.; 2RTInt.

Los Angeles Division

Anderson, A. V., Ch. Clk.....2RTInt.
Balling, F. E., Trav. Aud.....7Int.
Blackwell, H. M., Clk.....2Lo.
Bole, Frank, Garemn.....1Int.
Cross, B. J., Chf. Serv. Bur...2Int.; 2RTLo.; 1Lo.
Davies, J. R., Bgg. Dept.....1RTInt.
Faler, J. H., Pas. Brkmn.....1Int.
Ham, C. C., Cash.....1Int.
Holmes, J. F., Train Aud.....1Int.
Jones, N. X., Red Cap.....1Int.
Jones, T., Bggmn.....1Int.
Lilley, M., Relief Clk.....1Int.
Longo, E. A., Frmn, Shops.....1Int.
Loucks, E. L., Engr.....2Int.
McDonough, S. R., Clk. PFE.....1Int.
Meredith, A., Condr.....1RTInt.
Miller, W. H., Clk.....15RTLo.
Richardson, J. H., Clk.....2Int.
Salazar, J. P., Wrhsmn.....1Int.
Shaft, V. C., Ch. Reviser.....1Int.
Spencer, W. S., Tel.-Clk.....1Int.
Stubbs, H. S., Cashr.....1Int.
Sullivan, Condr.....3Int.
Thomas, Lon, Asst. Statmstr.....1Int.
Thompson, W. H., Cashr-Opr.....1Int.
Wohlberg, Lester, Ind. Clk.....1Int.

Western Division

Anderson, M., Bgg. Clk.....4Lo.
Below, H. A., Clk.....2Int.
Boyer, E. T., Frmn.....1RTInt.
Boyles, W. H., Clk.....1Int.
Graa, C. W., Clk.....2RTInt.
Easton, G. A., Electrn.....2RTLo.
Englebright, H. A.....2Int.
Fitzpatrick, E. A., Switchmn.....1Int.
Gill, Mr., Clk.....1Int.
Hanford, Mrs. B. V., Steno...1RTLo..1RTInt.
Keller, Miss M., Clk.....1Int.
Maguire, J. P., City Frt. Agt...1RTInt.; 2Int.
Matthews, H. S., Clk.....1Lo.
Melvin, E., Clk.....1Lo.
Murdock, R., Cshr.....1RTInt.; 3Int.
Olson, Mattie, Matron.....1Int.
Pearson, Jack, Frt. Agt.....1RTInt.
Stever, H. A., Frt. Agt.....2Int.
Stitt, L., Clk.....15Lo.

East Bay Electric

Maus, C. F., Condr.....1Int.
Parker, C., Condr.....1Int.
Souza, C. R., Jantr.....1Int.

San Joaquin Division

Ash, R. V., Cashr.....10Int.
Baker, W., Cashr.....4Int.
Brechner, V., Clk.....1Int.
Cameron, Clk.....1Int.
Carano, S., Jantr.....1Int.
Cary, W. G., Opr.....3RTInt.; 1RTLo.
Cochrane, E., Clk.....6Int.
Columbus, E., Bggmn.....3Int.
Conrad, C., Cashier.....4Int.
Cuder, A. O., Car Clk.....2RTInt.
Curtiss, E. B., Disptchr.....1Int.
DeVeese, D., Steno...30RTLo.; 1RTInt.; 1Int.
Finn, J., Clk.....6Int.
Foss, P., Secty.....3RTInt.; 17RTLo.
Frye, H., Clk.....2RTInt.
Gunner, G. E., Cashr.....3RTInt.
Hague, H. A., Opr.....6Int.
Hargis, H. A., Telgr.....4Lo.; 1Int.

Official Score Board

Division	Score Feb.	Total Score
Stockton	147,210	392,775
Los Angeles	71,075	151,518
Sacramento	60,980	130,510
San Joaquin	76,180	129,140
Rio Grande	40,900	43,501
Tucson	1,960	14,435
Coast	7,077	13,377
Gen. Office	2,935	5,535
Portland	1,845	5,483
Salt Lake	3,240	5,080
Western	3,096	4,744
Steamer	400	800
East Bay Elec.	300	700
New Mexico	50	50

Officers and employes who attended meeting at Merced freight house March 18 when Stockton division was presented with the trophy for making the best score in the employes' business getting campaign.

After Reading Your Bulletin, Pass It Along

Johnstone, L. F., Opr.....1Int.; 1RTInt.
Karas, J. Sec., Frmn.....2Int.
Knott, H. H., Telgr.....3RTInt.; 3Lo.; 4Int.
Langdale, Asst. Div. Eng.....1Int.; 2RTInt.
Livergood, J., Sec. Frmn.....1Lo.
Marker, R., Clk.....7RTInt.
Martin, W. W., Telgr.....3RTInt.; 6Int.
McClendo, K. K., Clk.....2Int.
McLeod, R. M., Dispatch'r.....2Int.
McMillian, Bggmn.....2Int.
Mills, K. P., Cashr.....3Int.
Mozier, W. F., Cashr.....3Int.; 4RTInt.
Rowe, C. D., Chf. Clk.....4Int.; 1Loc.; 1RTInt.
Schmitt, H., Clk.....1RTInt.
Soeder, J. F., Car Distr.....1Int.
Spear, M., Yard Off'r.....1Int.
Swift, H. E., Clk.....3Int.
Tharp, R. R., Opr.....1Int.
Thompson, Basil, Clk.....5Int.

Salt Lake Division

Bosler, E., Brkmn.....5RTLo.
Fry, Miss L., Clk.....7RTInt.
Handley, Miss I., Steno.....5RTInt.
Hastings, D. K., Clk.....2RTLo.
Jackson, C. L., Brkmn.....1Lo.
Kline, M., Pensioner.....2Int.
Mourant, Miss A., Clk.....2RTLo.
Stone, F. N., Brkmn.....1Int.; 4RTInt.; 3RTLo.; 1Lo.
Truesdale, E. W., Condr.....2RTInt.; 5RTLo.
Wagenbach, T. L., Ch. Clk.....3RTLo.
Wynn, D. A., Trnkpr.....2RTLo.

Steamer Division

McKee, J. J., Chf. Clk. Commsy.....2RTInt.

Rio Grande Division

Berryhill, C. M., Brkmn.....2RTInt.
Bowhay, A. C., Chf. Clk.....1Lo.
Dodd, K. J., Clk.....1Lo.

New Mexico Division

Huff, C. O., Chf. Rate Clk.....2Lo

Stockton Division

Litzinger, M., Bggmn.....1Int.
Lower, H. E., Opr.....1Int.
Mathies, E. L., Clk.....7RTInt.
Anderson, B., Yd. Clk.....2RTLo.
Dillard, Paul, Lineman.....2Lo.
Downing, H. H., Opr.....1RTInt.
Grinstead, N., Red Cap.....2Int.
O'Neill, H., Asst. Bggmn.....3RTLo.; 1Int.

Tucson Division

Cassidy, H. W., Dispr.....1Int.
Clelland, W. A., Condr.....3Int.
Dow, H. E., Brkmn.....2Int.
Dunaway, A. O., Timpr.....1Int.
Griswold, Miss E., Clk.....1Int.
McGuire, A. C., Yd. Clk.....5Int.
Robinson, S. T., Div. Engr.....5Int.
Teague, A. W., Condr.....2Int.
Wager, C. E., Opr.....1Int.

Sacramento Division

Chesley, W. A., Clk.....1Int.
Dewey, H. P., Clk.....6RTInt.; 9Int.
Ford, J. R., Timekpr.....2Int.
Forney, E. L., Rate Clk.....1RTInt.
Harris, C. F., Warehsmn.....3Int.
Henry, E., Warehsmn.....1Int.
Hicks, R. N., Clk.....6RTInt.; 8Int.; 100RTLo.
Hightower, J. D., Clk.....1Int.
Hirano, K. Y., Sec. Frmn.....1Int.
Ide, G. R., Opr.....25Lo.; 1RTInt.
Meriner, Ed., Machinist.....1Int.
Miller, J. H., Clk.....9Int.; 1RTInt.
Rickard, Miss G. C., Steno.....1RTInt.
Roy, A. H., Chf. Clk.....22Lo.
Schab, G. C., Clk.....4Int.; 1RTInt.; 35RTLo.; 3Lo.
Turnbaugh, Ellis, Wrhsmn.....3Int.
White, E. S., Clk.....1RTInt.
Yeargain, C. E., Clk.....3RTInt.

SUCCESSFUL FREIGHT TIPS

Portland Division

Burrows, A. E., Cshr., Cottage Grove..1LCL
Carlson, J., Clk., Myrtle Point.....1LCL
Haskins, L. L., Cshr., McMinnville.....2LCL
Heyser, H. W., Clk., Brooklyn.....2CL
Korn, E. J., Clk., Eugene.....5CL
Le Fors, H. C., Cshr., Wheeler.....1LCL
Snider, H. E., Clk., Roseburg.....1LCL
Wright, Mr., Clk., Roseburg.....1LCL

Coast Division

Bouchard, F., Cndr., San Fran.....6CL
Brennan, J. D., Trnmstr., San Fran.....59CL
Carpenter, H. C., Tel., Paso Robles.....1LCL
DeLaunay, J. F., Car Frmn., San Jose..1LCL
Freese, H. A., Clk., Palo Alto.....1CL
Kearns, F. J., Clk., Santa Cruz.....2SRO
Machado, G., Clk., San Jose.....17CL
Marlin, K. O., Clk., San Jose.....11CL
Powers, E. W., Trav. Frt. Insp.....2LCL

Sacramento Division

Barrett, M. T., Clk., Sac.....12CL
Bimrose, E., Filer, Sac.....3CL
Bothum, F. F., Acct., Sac.....7CL
Brady, B. J., Clk., Sac.....10CL
Brown, W. E., Clk., Sac.....12CL
Butler, A., Asst. Frmn. Sac.....7CL
Byman, M. S., Clk., Davis.....4CL
Cahill, A., Steno., Sac.....3CL
Carlson, N., Asst. Dely Clk., Sac.....5CL
Christie, M., Dely Clk., Sac.....6CL
Clemence, R. C., Cshr., Marysville.....1CL
Clements, J. W., Asst. Acct., Sacto.....4CL
Cole, E. C., Clk., Chico.....4CL
Cook, A. D., Clk., Sacto.....4CL
Cooley, C. C., Clk., Sacto.....8CL
Cox, C., Asst. Frmn, Sacto.....77CL
Crum, J. H., Clk., Sacto.....75LCL; 3CL
Ellis, C. C., Timekeeper, Sacto.....4CL
Erb, C., Clk., Sac.....8CL
Figueroa, L., Clk., Sac.....5CL
Fisher, A., Sac.....10CL
Flannagan, E., Clk., Sac.....7CL
Frank, B., Clk., Sac.....4CL
Gallichotte, Mrs. M., Clk., Sac.....3CL
Garrett, Miss E., Clk., Sac.....4CL
Gilmore, G., Foreman, Sac.....14CL
Graham, J. E., Clk., Sac.....12CL
Grow, J. S., Clk., Sac.....119CL
Hackemoller, Mrs. E., Clk., Sac.....6CL
Hencken, S., Clk.....1CL
Henry, E., Wheeman, Chico.....12CL
Hensley, L., Clk., Colusa.....1CL; 5SRO
Holmes, R., Asst. Clk., Sac..101LCL; 4CL
King, M., Clk., Sac.....4CL
Lieg, E., Clk., Sac.....6CL
Loomis, Mrs. L., Clk., Sac.....4CL
Mahler, W. F., Ch. Clk., Sac.....16CL
McCarthy, D., Sec. Frmn, Chico.....1CL
McIntyre, W., Clk., Sac.....4CL
Mello, Miss F., Teller, Sac.....3CL
Melvin, F., Clk., Davis.....5CL
Mielenz, C., Clk., Sac.....5CL
Morris, W., Clk., Sac.....5CL
Payne, A. G., Clk., Sac.....12CL
Pletscher, Miss B., Teller, Sac.....1CL
Post, J. C., Clk., Chico.....2CL
Prescott, A. H., Clk., Sac.....4CL
Robtaille, L. W., Cshr., Sac.....10CL
Silva, F., Clk., Sac.....2CL
Swanzy, A., Cashr., Sac.....4CL
Thompson, F. M., Opr., Chico.....5CL
VanWallbeek, F. C., Clk., Sac.....11CL
Wachsack, H., Clk., Sac.....5CL
White, Miss M. J., Clk., Sac.....4CL
Wittpen, H., Sealer, Sac.....2CL
Woods, J. P., Hd. Clk., Sac.....6CL

Western Division

Davis, A. S., Asst. Agent, Oakland.....1CL
Sanders, Mrs. O. Y., Steno., Oakland Pier, 7CL
Stokes, H. C., Opr., Benicia.....1CL
Sullivan, D. C., Opr., Benicia.....2CL
Taylor, E. T., Clk., Oakland.....6CL
Wise, J. Chf. Clk., Melrose.....12CL

Tucson Division

Williams, W., Collector, Phoenix.....5CL

Rio Grande Division

Carloss, Kathlees, Steno., Globe.....2CL
Franklin, C., Clk., Globe.....2LCL
Jacobs, L. M., Chf. Clk., Globe..4LCL; 4CL
Rawlings, C. L., Atty., Globe.....154CL
Vogt, H., Foreman, Globe.....4LCL
Wilson, O. L., Cshr., Globe.....3LCL

Salt Lake Division

Tooma, W. H., Wheeman, Wells..3LCL; 2CL
Wagenbach, T. L., Chf. Clk.....1LCL

Stockton Division

Beanland, W. L., Clk., Stockton, 1CL; 35SRO; 3CL

Boettcher, D. W., W. Frmn., Modesto, 29SRO
Carroll, J. J., Chf. Clk., Merced.....62CL
Davis, J. E., Condr.....18CL
Downing, H. H., Opr., Modesto.....108SRO
Fields, Mrs. Steno., Modesto.....103SRO
Hamm, C. M., Cshr., Turlock.....4CL
Hecox, E. L., Clk., Merced.....2LCL; 12SRO
Hupfur, G., Clk., Merced.....60CL

San Joaquin Division

Alexander, R. H., Cshr., Visalia.....8SRO
Baker, W., Cshr., Exeter.....1SRO
Bower, C. L., Cshr., Delano.....1CL
Burns, J. L., Clk., Exeter.....2CL
Burr, R. O., Clk., Fresno.....1CL
Carey, W. G., Opr., Lerman.....13CL; 2SRO
Christianson, C., Cshr., Tulare.....15SRO
Conrad, G. R., Cashr., Armona.....20SRO
Dickens, B. L., Clk., Exeter.....1SRO
Ehmke, W., Cshr., Fresno, 20CL; 7SRO
Garland, J. A., Clk., Bakersfield..4CL; 20SRO
Gunner, G. E., Cshr., Dinuba.....6LCL; 3SRO
Knott, H. H., Opr., Dinuba.....6LCL
Kogelow, A., Clk., Porterville.....3SRO
Marker, R., Clk., Fresno.....5CL
Markwell, R. E., Claim Adj., Fresno..12SRO
McDowell, W. R., Wheeman, Selma, 9LCL; 5CL
Mills, R. P., Cshr., Reedley.....55SRO
Mozier, W. F., Cshr., Kingsburg.....13SRO
Novey, G. L., Clk., Bakersfield.....2SRO
Ryan, J. J., Asst. Cshr., Bakersfield.....18CL
Schuntz, H. J., Clk., Bakersfield.....40CL
Simmons, C. A., Sec. Frmn., Gosford..20CL
Soeder, J. F., Car. Dist., Bakersfield.....18CL
Tharp, E. G., Supt's Off., Bakersfield..2CL
Tharp, R. R. Opr., Exeter.....1LCL; 3CL
Thompson, B., Clk., Hanford.....2LCL; 3SRO
Wagner, O. L., Cshr., Selma.....2LCL; 3CL
Williong, J. T., Steno., Bakersfield.....7SRO

Los Angeles Division

Adams, F. B., Clk., Los Angeles.....9CL
Ait, E. C., Clk., Los Angeles.....31CL
Anderson, A. V., Chf. Clk., San Pedro, 7SRO
Anderson, S., Clk., Los Angeles.....4CL
Aylesworth, R. M., Clk., Los Angeles. 22CL
Baker, G. M., Clk., Los Angeles.....18CL
Balkuna, T. W., Frmn., Los Angeles..20CL
Beaton, J., Opr., Shorb.....6CL
Beronio, G. M., Chf. Clk., L. A.....6CL
Brooks, C., Clk., L. A.....1CL
Brown, M. L., Clk., L. A.....17CL
Brown, W. W., Opr., Moor Park..2LCL
Burgess, C. C., Clk., Long Beach.....1SRO
Busche, S. R., Clk., L. A.....5CL
Carlson, G., Clk., Los Angeles.....3CL
Carr, H., Clk., Los Angeles.....1CL
Church, J., Clk., Los Angeles.....2CL
Cissna, F. W., Clk., Los Angeles.....8CL
Clemo, T. R., Clk., Long Beach, 8LCL; 57CL; 15SRO
Clerk, N., Clk., Los Angeles.....1LCL; 12CL
Colin, W., Clk., Los Angeles.....2CL
Compton, O. A., Clk., Los Angeles.....6CL
Courtney, G. W., Opr., Alhambra.....5LCL; 15SRO
Crone, W. L., Clk., Los Angeles.....6CL
Cross, B. J., G. F. O., L. A.....171CL
Crouse, C. L., Clk., Pasadena.....2CL
Cummings, J. N., Clk., L. A.....6CL
Davies, S. R., Cshr., Riverside, 19LCL; 12CL; 23SRO
Davies, H. W., Clk., Los Angeles.....3CL
Detlor, J. F., L. F. O., Los Angeles..11CL
Dixon, A. J., Clk., Los Angeles.....1CL
Donnenberg, J. E., Car Dept., L. A.....1LCL
Doty, H. M., Cshr., Colton.....3CL
Duff, G. H., Eng. Frmn., Los Angeles..3CL
Duncan, A. E., Clk., Alhambra.....14CL
Eckert, H., Yd. Clk., Los Angeles.....4CL
Evans, L. E., Clk., Los Angeles.....12CL
Farrell, R. E., Cshr., Burbank.....2SRO
Fields, G. L., Ydmstr., Los Angeles...1CL
Fitzgerald, F. A., Clk., Los Angeles.....2CL
Flanagan, G., Clk., Los Angeles.....4CL
Fleming, Lucille, Clk., Los Angeles.....2CL
Freeland, A. K., Clk., Los Angeles.....2CL
Freeman, C. C., Clk., Caleco.....3CL; 3SRO
Freese, W. B., Clk., Los Angeles.....21CL
Gifford, F. L., Clk., Los Angeles.....6CL
Goetz, H., Clk., Whsemn, Pasadena.....6CL
Hall, L., Opr., Clk., Covina.....8LCL; 5CL
Hart, C. O., Clk., Los Angeles.....1CL
Hayes, C. G., Ind. Clk., Los Angeles.....31CL
Hays, T., Clk., Los Angeles.....7CL
Hydt, R., Asst. Ydmstr., Los Angeles..1CL
Jacoby, E. H., Cshr., Pomona..8LCL; 3CL
Johannas, J. C., Ind. Chkr., L. A.....20CL
Jones, W. B., Clk., Los Angeles.....3CL
Keegan, A. Clk., Los Angeles.....1CL
Kefel, H., Clk., San Luis Obispo.....9SRO
Kemp, C. L., Clk., Los Angeles.....4CL
Kesler, L. W., Clk., Los Angeles.....14CL
Krug, G., Clk., Los Angeles.....1CL
Leiner, S. G., Clk., Brawley.....21CL; 59SRO
Livermore, C. D., Chf. Clk., Santa Barbara
Loucke, W. E., Chf. Clk., Los Angeles..2CL
Mayhew, O. H., Opr., Ontario.....8CL
McGinty, E. J., Ind. Ydmstr., L. A.....20CL
Milhous, J. D., Ind. Chkr., L. A.....8CL
Mills, M. J., Clk., Ventura.....2SRO
Moberly, J., Clk., Los Angeles.....6CL
Moberly, M., Clk., Los Angeles.....1CL
Montgomery, C. H., Clk., Los Angeles..2CL
Murdock, H., Clk., Los Angeles.....2CL
Neary, J. V., Clk., El Centro, 10LCL; 2CL; 23SRO
Nieman, A. F., Clk., Los Angeles.....1CL
O'Connell, J. H., Opr.-Clk., Shorb.....2LCL
Paul, L. E., Clk., Los Angeles.....10CL
Paul, V., Clk., Los Angeles.....2CL
Pina, I., Clk., Los Angeles.....3CL
Pletsch, L. E., Clk., Santa Ana.....1LCL; 9SRO
Poole, O., Clk., Pasadena.....5LCL
Schuster, R., Clk., Los Angeles.....1CL
Sersain, J. E., Clk., El Centro, 3LCL; 2CL; 76SRO
Sharp, V. V., Clk., Los Angeles.....1LCL
Shegley, L. A., Cshr., San Bernardino..6CL
Slosson, R. D., Clk., Pasadena.....2LCL
Smith, E., Yd. Clk., Los Angeles.....1CL
Smith, R. D., Clk., Santa Barb..2LCL; 30SRO
Spikes, Grace E., Clk., Long Beach.....3LCL
Stevens, J. E., Clk., Los Angeles.....2CL
Stinson, F. R., Opr.-Clk., Ontario, 12LCL; 4CL
Stubbs, H. S., Cshr., Oxnard.....14SRO
Taylor, C. C., Clk., Los Angeles.....42CL
Thompson, W. H., Opr.-Clk., Whittier, 4LCL; 1CL; 1SRO
Ward, J. R., Cshr., Pasa., 8LCL; 7CL, 8SRO
Webb, L., Clk. Yd. Off., L. A.....5CL
Wisdom, H. E., Clk., L. A.....2LCL; 4CL
Youngblood, O. S., Opr., El Monte.....3LCL